

FFY24 ANNUAL APPLICATION

PREPARED BY THE

**GEORGIA GOVERNOR'S OFFICE
OF HIGHWAY SAFETY**

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UPDATES TO TRIENNIAL HSP

- 1.1 **Adjustments to Countermeasure Strategy for Programming Funds**
- 1.2 **Changes to Performance Plan**

1.1 Adjustments to Countermeasure Strategy for Programming Funds

The FFY2024-2026 Highway Safety Plan (HSP) details the countermeasure strategy for prioritized programs areas identified by the Georgia Governor’s Office of Highway Safety (GOHS). The countermeasure strategies that will supported by the FFY2024 programming funds listed in this application have not changed.

GOHS will continue to implement the countermeasure strategies listed in the FFY2024-2026 HSP.

1.2 Changes to Performance Plan

The FFY2024-2026 HSP details the traffic safety performance measure targets for FFY24, FFY25, and FFY26. The traffic safety performance measure targets were determined using a data driven approach (as required by §1300.11 (b)(3)(ii)) and the most recent data available (2017-2021 FARS and 2021 State crash data). Some target values in the triennial HSP meets the §1300.11(3)(i) code for constant or improved target compared to baseline. However, statistical projections (data-driven approach required by §1300.11 (b)(3)(ii)) and preliminary state crash data show that the performance measure target to “maintain the baseline” is overambitious and most likely will not be met.

The traffic safety performance measure targets for FFY2024 in this annual application are the same as the FY2024 targets listed in the FFY2024-2026 HSP.

2.0 PROJECT & SUBRECIPIENT INFORMATION

PROJECT & SUB-RECIPIENT INFORMATION

- 2.1 **Planning & Administration**
- 2.2 **Communications** (Media)
- 2.3 **Distracted Driving**
- 2.4 **Impaired Driving** (Drug & Alcohol)
- 2.5 **Motorcycle Safety**
- 2.6 **Non-Motorized** (Pedestrians & Bicyclists)
- 2.7 **Occupant Protection** (Adult & Child Passenger Safety)
- 2.8 **Older Drivers**
- 2.9 **Police Traffic Services**
- 2.10 **Preventing Roadside Deaths**
- 2.11 **Railroad Safety**
- 2.12 **Speed Management**
- 2.13 **Traffic Records**
- 2.14 **Young Drivers** (Teen Traffic Safety Programs)

2.1 PLANNING & ADMINISTRATION

GAGOHS - Grantee		Project Number: PA-2024-GA-00-36		
<i>Project Name & Description</i>	Planning and Administration To fund staff and activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes and eliminate serious injuries and fatalities.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> N/A 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402 PA	\$677,637.00	Yes	No
<i>Eligible Use of Funds</i>	To fund staff and activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes and eliminate serious injuries and fatalities.			

2.2 COMMUNICATIONS (MEDIA)

Early Care and Learning, Georgia Department		Project Number:		UNATTD-2024-GA-01-83
<i>Project Name & Description</i>	LOOK AGAIN! The Georgia Department of Early Care and Learning is looking to enhance its annual LOOK AGAIN campaign. LOOK AGAIN calls for families and caregivers of children to have a heightened awareness of the dangers of leaving children unattended in vehicles and preventing pediatric vehicular heatstroke.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Mass-Media Campaign 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	402 UNATTD	\$30,000.00	No	No
<i>Eligible Use of Funds</i>	Media outreach to educate the public on the dangers of heatstroke when leaving unattended passengers inside a hot vehicle.			

GAGOHS - Grantee		Project Number:		PM-2024-GA-00-97
<i>Project Name & Description</i>	402PM: Paid Media To fund GOHS staff and activities, including a statewide comprehensive occupant protection paid media campaign designed to reduce related motor vehicle crash injuries and eliminate serious injuries and fatalities.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402 PM	\$1,016,646.00	No	No
<i>Eligible Use of Funds</i>	To fund GOHS staff and activities, including a statewide comprehensive occupant protection paid media campaign designed to reduce related motor vehicle crash injuries and eliminate serious injuries and fatalities.			

GAGOHS - Grantee		Project Number:		M6X-2024-GA-00-99
<i>Project Name & Description</i>	405d M6X Impaired Driving Low To fund a statewide comprehensive impaired driving paid media campaign activities designed to reduce alcohol-related crashes, injuries, and fatalities.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Publicized Sobriety Checkpoints • Mass-Media Campaigns 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	405d M6X	\$1,510,500.00	No	No
<i>Eligible Use of Funds</i>	To fund a statewide comprehensive impaired driving paid media campaign activities designed to reduce alcohol-related crashes, injuries, and fatalities.			

GAGOHS – Grantee		Project Number:		M11X-2024-GA-01-01
<i>Project Name & Description</i>	405f Motorcycle Safety To fund activities for statewide comprehensive safety programs designed to enhance driver awareness of motorcyclists.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Communication and Outreach: Motorist Awareness of Motorcyclists • Alcohol-Impaired Motorcyclists: Communication and Outreach 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	FAST 405f M11X	\$100,000.00	No	Yes
<i>Eligible Use of Funds</i>	To fund activities for statewide comprehensive safety programs designed to enhance driver awareness of motorcyclists.			

GAGOHS - Grantee		Project Number:		FHX-2024-GA-01-02
<i>Project Name & Description</i>	405h Pedestrian and Bicycle Safety To fund activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes, injuries, and fatalities involving non-motorized road users.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Share the Road Awareness Programs 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	FAST 405h	\$600,000.00	No	Yes
<i>Eligible Use of Funds</i>	To fund activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes, injuries, and fatalities involving non-motorized road users.			

GAGOHS - Grantee		Project Number:		M8X-2024-GA-01-55
<i>Project Name & Description</i>	405e Paid Media Distracted Driving To purchase radio, television, and outdoor advertising to prevent distracted driving and promote compliance with Georgia's hands-free law.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Communication and Outreach: Distracted Driving 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 405e M8X	\$1,116,000.00	No	No
<i>Eligible Use of Funds</i>	To fund activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes, injuries, and fatalities related to distracted drivers.			

GAGOHS - Grantee		Project Number:		M1HVE-2024-GA-00-98
<i>Project Name & Description</i>	405b: Occupant Protection To fund in-house GOHS statewide comprehensive occupant protection paid media campaign activities designed to reduce related motor vehicle crashes and eliminate serious injuries and fatalities.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 405b M1HVE	\$1,755,000.00	No	No
<i>Eligible Use of Funds</i>	To fund activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes, injuries, and fatalities related to unrestrained occupants.			

2.3 DISTRACTED DRIVING

See Section 3 for the “405(e): Distracted Driving” annual application for FFY2024.

See section **2.2 Communications**, **2.9 Police Traffic Services**, and **2.14 Young Drivers** for other sub-recipients implementing distracted driving countermeasures and strategies in FFY2024. These sub-recipients include media efforts, local law enforcement agencies, and community-based initiatives.

2.4 IMPAIRED DRIVING (DRUG & ALCOHOL)

Cobb Co Board of Commissioners - Police Dept.		Project Number: M6X-2024-GA-00-20		
<i>Project Name & Description</i>	H.E.A.T. Cobb County Police Department – D.U.I. Task Force This project is to continue to combat impaired driving in Cobb County in order to improve highway safety, through the H.E.A.T. Unit.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> Publicized Sobriety Checkpoints High-Visibility Saturation Patrols Integrated Enforcement Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions 			
<i>Organization Type</i>	Local law enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 405d M6X	\$37,895.04	No	No
<i>Eligible Use of Funds</i>	Enforcement hours will be used to conduct high-visibility enforcement of the impaired driving laws in Georgia.			

DeKalb County Police Department		Project Number: M6X-2024-GA-01-26		
<i>Project Name & Description</i>	DeKalb County Police Department DUI Task Force This project seeks to reduce impaired related traffic crashes, injuries, and related fatalities on the roadways of DeKalb County.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> Publicized Sobriety Checkpoints High-Visibility Saturation Patrols Integrated Enforcement Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions 			
<i>Organization Type</i>	Local law enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 405d M6X	\$261,750.34	No	No
<i>Eligible Use of Funds</i>	Enforcement hours will be used to conduct high-visibility enforcement of the impaired driving laws in Georgia.			

Driver Services, Georgia Department		Project Number:		FDL *AL-2024-GA-00-70
<i>Project Name & Description</i>	Alcohol and Drug Awareness Program The Georgia Department of Driver Services Alcohol and Drug Awareness Program (ADAP) promotes alcohol and drug awareness among Georgia teens statewide, including the effects on being able to safely operate a motor vehicle.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Mass-Media Campaigns • Youth Programs 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	405d FDL*AL	\$61,196.78	No	No
<i>Eligible Use of Funds</i>	Project will provide state mandated drug and alcohol training to new drivers under age 18.			

GAGOHS- Grantee		Project Number:		AL-2024-GA-01-79
<i>Project Name & Description</i>	402AL Impaired Driving 402AL Impaired Driving			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Deterrence: Prosecuting and Adjudication • Youth Programs • Court Monitoring 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402AL	\$102,394.50	No	No
<i>Eligible Use of Funds</i>	Project will fund staff and activities related to impaired driving.			

Mothers Against Drunk Driving - Georgia		Project Number:		M6X-2024-GA-00-26
<i>Project Name & Description</i>	Mothers Against Drunk Driving Georgia Support law enforcement agencies statewide and participate as a media partner to GOHS for signature traffic safety programs such as Drive Sober or Get Pulled Over.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement • Mass-Media Campaigns • Court Monitoring 			
<i>Organization Type</i>	Non-Profit			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 405d M6X	\$144,440.04	No	No
<i>Eligible Use of Funds</i>	Project will support law enforcement officials during Drive Sober or Get Pulled Over, high-visibility enforcement, media events, traffic enforcement network meetings, and the law enforcement recognition event. Project will also provide court monitoring of DUI offenders.			

Mothers Against Drunk Driving - Georgia		Project Number:		FDL*AL -2024-GA-00-42
<i>Project Name & Description</i>	Mothers Against Drunk Driving Georgia MADD Georgia works to end drunk driving, fight drugged driving, serve victims of these violent crimes and prevent underage drinking. We do this through statewide community activations, delivering MADD's signature Power of Me, Power of You(th), and Power of Parents programs.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> Youth Programs 			
<i>Organization Type</i>	Non-Profit			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	405d FDL*AL	\$105,702.22	No	No
<i>Eligible Use of Funds</i>	Project will educate communities, students, and their parents, through programs such as Power of Me, Power of You(th), and Power of Parents.			

Prosecuting Attorney's Council		Project Number:		M6X-2024-GA-00-25
<i>Project Name & Description</i>	Traffic Safety Adjudication Program This program will provide GA traffic prosecutors and LEOs statewide with legal assistance, consultation, resource material, and training opportunities to aid in the prosecution of DUI and vehicular homicide cases.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> Deterrence: Prosecuting and Adjudication Limits on Diversion and Plea Agreements 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 405d M6X	\$555,602.00	No	No
<i>Eligible Use of Funds</i>	Project will fund traffic safety resource prosecutors who will provide case law updates to both law enforcement officers and prosecutors in DUI related cases. They will provide training to law enforcement officers on the proper use of expert testimony in impaired driving cases and to prosecutors on proper DUI prosecution through various types of conferences and trainings.			

Public Safety Training Center, Georgia		Project Number:		M6X-2024-GA-00-14
<i>Project Name & Description</i>	Impaired Driving Training Programs/SFST & DRE/Phlebotomy Consists of advanced level law enforcement training programs statewide focusing on the detection, apprehension, and successful prosecution of alcohol/drug impaired drivers.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> Integrated Enforcement 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 405d M6X	\$747,216.53	No	No
<i>Eligible Use of Funds</i>	Project will fund staff and provide training to law enforcement professionals on Standardized Field Sobriety Testing (SFST), Drug Recognition Expert (DRE), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Phlebotomy. Project will also provide training on DUI case preparation and courtroom presentation.			

Public Safety, Georgia Department of		Project Number:		M6X-2024-GA-00-87
<i>Project Name & Description</i>	HEAT/Nighthawk DUI Task Force-North/South To more effectively address the problem related to impaired drivers. The task force will provide intense enforcement coverage of the Atlanta and Savannah area.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> Publicized Sobriety Checkpoints High-Visibility Saturation Patrols Integrated Enforcement Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 405d M6X	\$2,174,487.36	No	No
<i>Eligible Use of Funds</i>	Enforcement hours will be used in Metro Atlanta and Savannah areas to conduct high-visibility enforcement of impaired driving violations. Prosecutor hours will be used to support law enforcement with the successful prosecution of impaired drivers.			

2.5 MOTORCYCLE SAFETY

Driver Services, Georgia Department		Project Number: M11X-2024-GA-00-71		
<i>Project Name & Description</i>	Motorcycle Safety The Georgia Motorcycle Safety Program works toward reducing motorcycle fatalities by educating riders and by promoting the NHTSA "Share the Road" message statewide to increase motorists' awareness of motorcycles.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Motorcycle Rider Training • Motorist Awareness of Motorcyclists 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 405f M11X	\$144,021.56	No	No
<i>Eligible Use of Funds</i>	Project will fund an Outreach Coordinator to conduct outreach events throughout the state but specifically in the urban and mountain regions where motorcycle riders frequent. Coordinator will distribute educational items to promote the "Share the Road with Motorcycles" campaign and host an annual update for rider coaches to improve program delivery.			

See section **2.2 Communications** for more information on GOHS in-house grants implementing media approaches to support the motorcycle safety program.

2.6 NON-MOTORIZED

(PEDESTRIANS & BICYCLISTS)

Bike Walk Golden Isles		Project Number:		BGPE-2024-GA-00-01
<i>Project Name & Description</i>	Promoting safe walking, bicycling, and driving in Glynn County and Coastal Georgia Through outreach and educational programs, Bike Walk Golden Isles will partner with local governments, nonprofits, law enforcement agencies, educational institutions, public health officials, recreational running and cycling clubs, and other organizations to reduce bicyclist and pedestrian injuries and fatalities in Glynn County and Coastal Georgia.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Bicycle Safety Education for Children and Adults • Share the Road Awareness Programs 			
<i>Organization Type</i>	Non-profit			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 405g BGPE	\$58,450.44	No	No
<i>Eligible Use of Funds</i>	Grantee will host and participate in bicycle and pedestrian safety education programs and events as well as distribute pedestrian and bicycle safety guides within Glynn County			

Bike Walk Macon		Project Number:		BGPE-2024-GA-00-35
<i>Project Name & Description</i>	Reducing bicycle and pedestrian injuries and fatalities in Macon-Bibb County, Georgia Grant will fund the development and execution of educational programs that expand and promote bicycle and pedestrian safety to reduce the number of pedestrian and bicycle fatality, injury, and crash rates in Macon-Bibb County, Ga.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Bicycle Safety Education for Children and Adults • Share the Road Awareness Programs • Conspicuity Enhancement • Safe Walking Routes/ Elementary-Age Child Pedestrian Training 			
<i>Organization Type</i>	Non-profit			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 405g BGPE	\$55,156.29	No	No
<i>Eligible Use of Funds</i>	Grantee will host and participate in bicycle and pedestrian safety education programs and events as well as distribute pedestrian and bicycle safety guides within Bibb County.			

BikeAthens		Project Number:		BGPE-2024-GA-00-24
<i>Project Name & Description</i>	Athens Area Bicycle Education Program The project will promote and advance bicycle safety by providing bicycle safety education to the following groups of people within Athens, Clarke County, GA: youth, university students / staff, adults dependent on bicycles, anyone interested in riding a bicycle, car and bus drivers, those enrolled in our classes and FYOB patrons.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Bicycle Safety Education for Children and Adults • Share the Road Awareness Programs • Conspicuity Enhancement 			
<i>Organization Type</i>	Non-profit			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 405g BGPE	\$51,931.24	No	No
<i>Eligible Use of Funds</i>	Funds will be used to educate the public through community events, safe riding classes, and the distribution of education materials.			

Centerville Police Department		Project Number:		PS-2024-GA-01-29
<i>Project Name & Description</i>	Ride, Walk, Learn Ride, Walk, Learn is a project in Centerville, GA aimed to teach School-aged children 4-14 years of age and Senior Citizens (63 & and up) to look left, right, and left again by abiding by traffic signs at all times using crosswalks and crossing indicators. In addition, to teach school-aged children bicycle safety by teaching them what proper equipment they should use on their person and bicycles and how to interact safely with vehicles.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Bicycle Safety Education for Children and Adults • Share the Road Awareness Programs • Conspicuity Enhancement • Safe Walking Routes/ Elementary-Age Child Pedestrian Training 			
<i>Organization Type</i>	Local law enforcement - City			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PS	\$7,773.00	No	No
<i>Eligible Use of Funds</i>	Funds will be used to educate school-aged children on pedestrian and bicycle safety through events held throughout the city, including a bike rodeo. Funds will also be used to educate senior citizens pedestrian safety. The importance of conspicuity items will be explained, and they will be distributed to those who attend the education events.			

Fulton County Sheriff's Office		Project Number:		PS-2024-GA-00-73
<i>Project Name & Description</i>	Fulton County Sheriff's Office Bicycle and Pedestrian Safety Teach School aged children 4-14 years of age and Senior Citizens (63 & and up) in Fulton County to always abide by traffic signs and to use crosswalks and crossing indicators. In addition, to teach safety bicycling skills.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Bicycle Safety Education for Children and Adults • Share the Road Awareness Programs • Conspicuity Enhancement • Safe Walking Routes/ Elementary-Age Child Pedestrian Training 			
<i>Organization Type</i>	Local law enforcement - County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PS	\$5,209.42	No	No
<i>Eligible Use of Funds</i>	Funds will be used to educate school-aged children on pedestrian and bicycle safety through events held throughout the city, including a Bike-A-Thon. Funds will also be used to educate senior citizens pedestrian safety. The importance of conspicuity items will be explained, and they will be distributed to those who attend the education events.			

GAGOHS – Grantee		Project Number:		PS-2024-GA-00-61
<i>Project Name & Description</i>	402PS To fund staff and activities for statewide comprehensive safety programs designed to reduce traffic crashes, injuries, and fatalities, specifically related to pedestrians and bicyclists.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Bicycle Safety Education for Children and Adults • Share the Road Awareness Programs • Conspicuity Enhancement • Safe Walking Routes/ Elementary-Age Child Pedestrian Training 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PS	\$192,319.00	No	No
<i>Eligible Use of Funds</i>	To fund staff and activities for statewide comprehensive safety programs designed to reduce traffic crashes, injuries, and fatalities, specifically related to pedestrians and bicyclists.			

Georgia Bikes		Project Number:		BGPE-2024-GA-00-50
<i>Project Name & Description</i>	Promoting Safe Bicycling and Walking in GA Through outreach and educational programs, Georgia Bikes will partner statewide with local agencies, nonprofits and law enforcement to reduce pedestrian and bicyclist injuries and fatalities.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Bicycle Safety Education for Children and Adults • Share the Road Awareness Programs • Conspicuity Enhancement • Safe Walking Routes/ Elementary-Age Child Pedestrian Training • Enforcement Strategies 			
<i>Organization Type</i>	Non-profit			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 405g BGPE	\$147,764.32	No	No
<i>Eligible Use of Funds</i>	Funds will be used to educate law enforcement and the public (adults and children) on Georgia laws and safe pedestrian and bicycling techniques through training, education events, and by providing resource materials when requested.			

Muscogee County Sheriff's Office		Project Number:		PS-2024-GA-01-14
<i>Project Name & Description</i>	Operation Safe Walk and Ride Columbus Muscogee County Sheriff's Office plans to implement a strategy to enhance pedestrian/bicyclist safety within Muscogee County. This effort will be implemented through a combination of educational/enforcement activities. Educational activities will consist of social media posts, media releases, and in-person educational events in the community. Enforcement activities will consist of contacts with pedestrians, bicyclist, and drivers who are violating laws related to pedestrian/bicyclist movement.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Bicycle Safety Education for Children and Adults • Share the Road Awareness Programs • Conspicuity Enhancement • Safe Walking Routes/ Elementary-Age Child Pedestrian Training • Enforcement Strategies 			
<i>Organization Type</i>	Local law enforcement - County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PS	\$112,194.40	No	No
<i>Eligible Use of Funds</i>	Funds will be used for educational activities that consist of media outreach and in-person educational events in the community. Enforcement activities will consist of contacts with pedestrians, bicyclist, and drivers who are violating laws related to pedestrian/bicyclist movement.			

Propel ATL		Project Number:		BGPE-2024-GA-00-06
<i>Project Name & Description</i>	Atlanta Bicycle Safety To improve bicycle safety and reduce bike and other vulnerable road users crashes through education on how to bike safely and how to legally share the road within the City of Atlanta.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Bicycle Safety Education for Children and Adults • Share the Road Awareness Programs 			
<i>Organization Type</i>	Non-Profit			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 405g BGPE	\$70,947.84	No	No
<i>Eligible Use of Funds</i>	Project will fund personnel participating in activities associated with the City of Atlanta's Vision Zero plan, as well as educating bicycle and other vulnerable road users through safety education materials and community trainings.			

Savannah Bicycle Campaign		Project Number:		BGPE-2024-GA-00-39
<i>Project Name & Description</i>	Reducing Bicycle and Pedestrian Injuries and Fatalities in Chatham County A bicycle and pedestrian safety project in Chatham County, GA to build public awareness of road safety issues and educate bicyclists, pedestrians and drivers on best practices for safe vehicle operation.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Bicycle Safety Education for Children and Adults • Share the Road Awareness Programs • Conspicuity Enhancement • Safe Walking Routes/ Elementary-Age Child Pedestrian Training • Enforcement Strategies 			
<i>Organization Type</i>	Non-Profit			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 405g BGPE	\$45,854.90	No	No
<i>Eligible Use of Funds</i>	Project will conduct education events and supply educational materials focused on bicycle and pedestrian safety, especially in areas of low-income populations.			

2.7 OCCUPANT PROTECTION (ADULT & CHILD PASSENGER SAFETY)

Atlanta Fire Rescue Department, City of		Project Number:		B2CPS_US-2024-GA-00-23
<i>Project Name & Description</i>	Atlanta Fire Rescue Fitting Stations Provide low-income families within the City of Atlanta and Metro Atlanta area with the proper child safety seats. Train caregivers on correct child seat selection and installation. Educate caregivers on the laws governing Child passenger safety seat and seat belt usage in Georgia.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> Strategies for Child Restraint and Booster Seat Use Inspection Stations 			
<i>Organization Type</i>	Local Fire Department – City			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 405b-B2CPS_US	\$193,506.91	No	No
<i>Eligible Use of Funds</i>	Project will contract with the City of Atlanta to train first responders as child passenger safety technicians as well as provide child safety seats to low-income families within the Metro Atlanta area. Child safety seat checks will be available through inspection stations at local fire stations throughout the city.			

Cleveland Police Department		Project Number:		M1HVE-2024-GA-01-51
<i>Project Name & Description</i>	Cleveland Police Department GOHS Grant The Cleveland Police Department is seeking funding to enhance the enforcement of traffic violations within the city limits of Cleveland. Specifically, the enforcement of occupant safety violations.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> Short-Term, High-Visibility Seat Belt Law Enforcement High-Visibility Enforcement – Seatbelt 			
<i>Organization Type</i>	Local Law Enforcement – City			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 405b M1HVE	\$11,280.00	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the Click It or Ticket mobilizations and actively conduct sustained enforcement of the seat belt and child restraint laws of Georgia.			

Public Health, Georgia Department of		Project Number:		OP-2024-GA-00-02
<i>Project Name & Description</i>	Child Occupant Safety Project The Child Occupant Safety Project works to increase county capacity to provide child passenger safety resources by providing equipment, education, safety materials, and other resources, statewide through 8 regions.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> Strategies for Child Restraint and Booster Seat Law Inspection Stations 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402OP	\$1,683,500.00	No	No
<i>Eligible Use of Funds</i>	Project will fund personnel to educate the public on child passenger safety through 8 regional coordinators. DPH staff will conduct CPS technician courses across the state and participate in Click It or Ticket initiatives, including the annual Caravan week leading up to Seat Check Saturday.			

Emory University		Project Number:		M1*OP-2024-GA-00-77
<i>Project Name & Description</i>	2024 Statewide Seatbelt Survey Emory University will conduct a statewide observational seatbelt use survey meeting NHTSA requirements. Data on child restraint use and the prevalence of distraction will also be collected at the same time as seatbelt use.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> Seatbelt Observational Survey 			
<i>Organization Type</i>	University			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 405b M1*OP	\$296,509.93	No	No
<i>Eligible Use of Funds</i>	Project will fund personnel to conduct the required annual seatbelt survey and child restraint use survey.			

GAGOHS – Grantee		Project Number:		OP-2024-GA-00-68
<i>Project Name & Description</i>	402 Occupant Protection To fund staff and activities for statewide Child Passenger Safety and Occupant Protection initiatives to encourage individuals to buckle the correct way every time they enter their vehicle.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> Short-Term, High-Visibility Seat Belt Law Enforcement Strategies for Child Restraint and Booster Seat Use Inspection Stations 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	SUPP BIL 402OP	\$163,907.00	No	No
<i>Eligible Use of Funds</i>	Project will fund personnel to conduct statewide occupant protection initiatives, including the annual Occupant Safety Caravan, Seats Across the States, and to conduct an Occupant Protection NHTSA Assessment.			

Georgia, University of		Project Number:		M1*OP-2024-GA-00-48
<i>Project Name & Description</i>	Georgia Highway Safety Programs Evaluation The Traffic Safety Research and Evaluation Group at the University of Georgia will evaluate the effectiveness of highway safety programs in Georgia.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> Project Evaluation 			
<i>Organization Type</i>	University			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 405b M1*OP	\$230,666.19	No	No
<i>Eligible Use of Funds</i>	Project will fund personnel to conduct monthly and yearly evaluations of other GOHS funded projects.			

Shepherd Center		Project Number:		M1*OP-2024-GA-01-10
<i>Project Name & Description</i>	A Safe System Approach to Rural Roads As Georgia moves towards the Safe System approach to traffic safety, we must first establish a supporting safety culture to achieve our zero deaths vision. Rural roads in Georgia will require different and culturally specific strategies to increase seat belt compliance. This grant proposes to use evidence-based social norming theorem to pilot a seat belt safety campaign in rural Georgia utilizing cutting edge research and countermeasures that work.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> Short-Term, High-Visibility Seat Belt Law Enforcement 			
<i>Organization Type</i>	Rehabilitation Hospital			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 405b M1*OP	\$237,300.00	No	No
<i>Eligible Use of Funds</i>	Project will contract with Montana State University to implement a Safe System approach throughout rural Georgia to increase the seatbelt usage rates and reduce the number of unrestrained fatalities and serious injuries.			

Sparta, City of		Project Number:		M1HVE-2024-GA-01-03
<i>Project Name & Description</i>	Operation Safe Sparta: Innovative Occupant Protection Program Project is an initiative of the City of Sparta Police Department designed to implement innovative, highly visible, and highly publicized law enforcement strategies to reduce injuries and fatalities on Georgia's roadways by promoting and enforcing seat belt usage.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> Short-Term, High-Visibility Seat Belt Law Enforcement High-Visibility Enforcement – Seatbelt 			
<i>Organization Type</i>	Local Law Enforcement – City			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 405b M1HVE	\$8,000.00	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the Click It or Ticket mobilizations and actively conduct sustained enforcement of the seat belt and child restraint laws of Georgia.			

2.8 OLDER DRIVER

Public Health, Georgia Department of		Project Number: OD-2024-GA-00-15	
<i>Project Name & Description</i>	Road Safety for Drivers 55+ (GA's Older Driver Safety Project) The 55+ Driver Safety Project works with partners throughout Georgia to identify and foster implementation of comprehensive, evidence-based strategies that balance the mobility and safety needs of drivers 55+ with other road users.		
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> General Education and Communications 		
<i>Organization Type</i>	State		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>
	402 OD	\$208,874.51	No
<i>Eligible Use of Funds</i>	Project will fund personnel to conduct one Older Driver Road Safety Workshop, host community events or presentations to educate and distribute older driver safety and mobility materials, conduct CarFit events, expand the Yellow Dot Program, and conduct a focus group with medical professionals, healthcare leaders, and others on risk factors that impact older drivers.		

2.9 POLICE TRAFFIC SERVICES

Atlanta Police Department, City of		Project Number:		PT-2024-GA-00-41
<i>Project Name & Description</i>	H.E.A.T (Highway Enforcement of Aggressive Traffic) Program focus is to develop and implement strategies that will reduce fatal and serious injury crashes within the City of Atlanta caused by impaired driving, speeding/aggressive driving, and distracted driving. Increase seat belt usage within the city limits as well as educate the public on safe driving.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, DUI, seatbelt, distracted) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – City			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$89,426.56	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Bibb County Government		Project Number:		PT-2024-GA-00-28
<i>Project Name & Description</i>	HEAT Bibb County Sheriff's Office The Bibb County Sheriff's Office HEAT project is aimed at reducing the number of crashes, injuries, and fatalities in Bibb County, GA caused by impaired driving, Speed, and Failure to use safety equipment (seatbelts).			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, DUI, seatbelt, distracted) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$ 58,456.08	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Bryan County Sheriff's Office		Project Number:		PT-2024-GA-00-49
<i>Project Name & Description</i>	The Bryan County Sheriff's Office High Visibility to Reduce Speed Related Fatalities Project The Bryan County Sheriff's Office wants to reduce the number of fatalities on the roadways of Bryan County, GA that are contributed to speeding. The direct correlation between speeding fatalities and law enforcement visibility is speeding fatalities can be prevented.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, DUI, seatbelt) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$ 39,749.00	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, and speed laws of Georgia.			

Calhoun Police Department		Project Number:		PT-2024-GA-00-52
<i>Project Name & Description</i>	High Visibility Traffic Grant The Calhoun Police Department will aggressively enforce the laws that govern speeds and occupant protection on the roadways of Calhoun, GA.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, seatbelt) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – City			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$41,080.20	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, and speed laws of Georgia.			

Carroll County Sheriff's Office		Project Number:		PT-2024-GA-00-10
<i>Project Name & Description</i>	Carroll County Sheriff's Office HEAT Unit The Carroll County Sheriff's Office is requesting grant funding to establish/maintain the operation of the HEAT Unit for the purpose of enforcing traffic laws and promoting public awareness of traffic dangers within Carroll County, GA.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, DUI, seatbelt, distracted) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$81,810.72	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Cedartown Police Department		Project Number:		PT-2024-GA-01-44
<i>Project Name & Description</i>	Cedartown Safe Roadways The Cedartown Police Department will actively enforce the traffic laws of Georgia that, by design, provide a safe environment for drivers on the roadways of the City of Cedartown including our portions of the state routes.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, seatbelt) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – City			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$18,957.40	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, and speed laws of Georgia.			

Chamblee Police Department		Project Number:		PT-2024-GA-01-57
<i>Project Name & Description</i>	Chamblee GOHS High Visibility Grant Application Due to the level of speeding violations and occupant protection having a negative impact on highway safety in Chamblee, the Chamblee Police Department is applying for GOHS funds to utilize high visibility enforcement to reduce speeding and increase seatbelt usage in the city and increase safety.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, seatbelt) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – City			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$64,304.20	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, and speed laws of Georgia.			

Claxton Police Department		Project Number:		PT-2024-GA-00-76
<i>Project Name & Description</i>	High Visibility Enforcement Claxton A proactive and innovative approach to reduce speed, DUI and Occupant protection related crashes using technology as a tool to slow drivers down and to collect critical data to identify areas of the city that are in need of concentrated patrols. To ensure the safety of drivers as well as pedestrians and officers within the city of Claxton and Evans County.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, DUI, seatbelt) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – City			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$37,578.20	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, and speed laws of Georgia.			

Clayton County Police Department		Project Number:		PT-2024-GA-00-11
<i>Project Name & Description</i>	HEAT - Clayton County The Clayton County Police Department is seeking a HEAT Grant from the Governor's Office of Hwy Safety. Clayton County, GA is experiencing a significant increase in traffic related fatalities over the past few years.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, DUI, seatbelt, distracted) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$130,087.17	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Clinch County Sheriff's Office		Project Number:		PT-2024-GA-00-82
<i>Project Name & Description</i>	High Visibility Enforcement Project Clinch County Sheriff's Office will establish a traffic enforcement effort in Clinch County, GA focusing on the dangers and consequences of speeding and not using occupant protection restraints.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, seatbelt) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$16,800.00	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, and speed laws of Georgia.			

Coweta County Sheriff's Office		Project Number:		PT-2024-GA-00-12
<i>Project Name & Description</i>	Coweta County H.E.A.T. Unit In alignment with the State Plan, the CCSO will implement evidence-based practices supporting the goals of the H.E.A.T. Unit to reduce alcohol and speed-related crashes, injuries and fatalities, and to increase child restraint and seatbelt usage within Coweta County, GA.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, DUI, seatbelt, distracted) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$185,239.52	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Crisp County Sheriff's Office		Project Number:		PT-2024-GA-01-70
<i>Project Name & Description</i>	Crisp County Sheriff's Office This grant will allow CCSO to continue traffic enforcement efforts and reduce driving impaired incidents within Crisp County, GA. The project is designed to enhance the agency's capabilities to reduce the number of fatalities, injuries, and crashes and to disseminate specific traffic safety information in areas of great concern. CCSO's proposal will include the use of RADARs and LIDARs to aid in combating speed related driving incident.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, seatbelt) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$22,048.00	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, and speed laws of Georgia.			

Dawson County Sheriff's Office		Project Number:		PT-2024-GA-00-16
<i>Project Name & Description</i>	Dawson County Sheriff's Office HEAT To maintain a GOHS HEAT unit with objectives that are to be focused on reducing serious traffic crashes and traffic violations by aggressively concentrating control efforts on drivers who threaten the lives, safety, and property of others. Dawson County, GA is growing at a rapid rate and with growth, the need for resources focused on traffic safety becomes essential.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, DUI, seatbelt, distracted) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$75,878.45	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Douglas County Sheriff's Office		Project Number:		PT-2024-GA-00-09
<i>Project Name & Description</i>	HEAT Douglas County Sheriff's Office The Douglas County Sheriff's Office is requesting funds to continue a HEAT Unit for the purpose of enforcing traffic laws, educating the public and reducing speed, occupant protection and impaired driving related fatalities within Douglas County, GA.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, DUI, seatbelt, distracted) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$92,086.24	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Effingham County Sheriff's Office		Project Number:		PT-2024-GA-00-18
<i>Project Name & Description</i>	Speed / DUI Detection/ Occupant Protection The Effingham County Sheriff's Office will deploy grant issued Radar's, and Lasers in order to decrease the number of speed related crashes in Effingham County, GA. The Effingham County Sheriff's Office will also conduct saturated patrols and checkpoints to reduce the number of DUI & Occupant protection related crashes, injuries, and fatalities.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, DUI, seatbelt) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$65,630.00	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, and speed laws of Georgia.			

Floyd County Police Department		Project Number:		PT-2024-GA-00-30
<i>Project Name & Description</i>	Floyd County Police Department HEAT Grant Project will reduce traffic fatalities due to speed, impaired driving, failure to properly use occupant safety, and distracted driving. The goal of this project is to help reduce the number of fatalities within Floyd County and the State of Georgia through the enforcement of these offenses and educational opportunities.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, DUI, seatbelt, distracted) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$137,346.45	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Forsyth County Sheriff's Office		Project Number:		PT-2024-GA-00-19
<i>Project Name & Description</i>	HEAT Forsyth County Sheriff's Office The focus of the Forsyth County Sheriff's Office HEAT program is to maintain a level of enforcement activity that will reduce the number of serious traffic accidents, traffic violations, and pursue an aggressive policy of enforcement of all traffic laws. Forsyth County, GA is one of the fastest growing counties in Georgia. With population growth comes an increase in traffic on state and county roadways, which requires increased enforcement.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, DUI, seatbelt, distracted) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$341,518.08	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Fulton County Sheriff's Office		Project Number:		PT-2024-GA-00-74
<i>Project Name & Description</i>	Fulton County Sheriff's Office Highway Enforcement of Aggressive Traffic (H.E.A.T.) Grant The Fulton County Sheriff's Office in collaboration with Federal, State and local officials are responsible for carrying out the day-to-day operations of traffic safety programs within Fulton County, GA. Through the efforts of a Highway Enforcement of Aggressive Traffic (H.E.A.T.) Grant, Fulton County Sheriff's Office will be able to provide a wide variety of activities designed to making streets and Highways safer for all citizens of Georgia.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, DUI, seatbelt, distracted) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$343,111.40	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

GAGOHS - Grantee		Project Number:		PT-2024-GA-00-03
<i>Project Name & Description</i>	402PT: Police Traffic Services To fund staff and activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes and eliminate serious injuries and fatalities.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$1,028,187.50	No	No
<i>Eligible Use of Funds</i>	Project will fund staff and activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes and eliminate serious injuries and fatalities fund staff and activities.			

Glynn County Police Department		Project Number:		PT-2024-GA-00-38
<i>Project Name & Description</i>	"Slow Down Brunswick" and "Drive Sober or Get Pulled Over" Glynn County HEAT Program A unit to enforce aggressive traffic laws, educate the public about roadway safety, and decrease the rate of traffic injuries and fatalities within Glynn County, GA.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, DUI, seatbelt, distracted) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$70,541.28	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Hall County Sheriff's Office		Project Number:		PT-2024-GA-00-17
<i>Project Name & Description</i>	Hall County Sheriff's Office HEAT The Hall County Sheriff's Office for the Fiscal Year 2024 is seeking a HEAT Grant from the Governor's Office of Highway Safety. Hall County, in the past several years, has experienced an alarming increase in roadway fatalities.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, DUI, seatbelt, distracted) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$186,800.80	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Henry County PD/ Henry Co BOC		Project Number:		PT-2024-GA-00-22
<i>Project Name & Description</i>	HEAT Henry County Police Department A unit comprised to enforce aggressive traffic laws, educate the public about roadway safety, and decrease the rate of traffic injuries and fatalities within Henry County, GA.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, DUI, seatbelt, distracted) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$74,692.32	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Johnson County Board of Commissioners		Project Number:		PT-2024-GA-00-80
<i>Project Name & Description</i>	High Visibility Enforcement Project Johnson County Sheriff's Office has established an enforcement effort focusing on the dangers and consequences of speeding, not using occupant protection and impaired driving within Johnson County, GA.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, seatbelt) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$17,000.00	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, and speed laws of Georgia.			

Liberty County Sheriff's Office		Project Number:		PT-2024-GA-00-21
<i>Project Name & Description</i>	H.E.A.T. Liberty County The HEAT Team is dedicated to enforcement of traffic laws with a focus on violations that directly impact occupant safety, such as distracted driving, speeding, aggressive driving, DUI, and other violations as they are observed within Liberty County, GA.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, DUI, seatbelt, distracted) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$144,264.42	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Lowndes County Sheriff's Office		Project Number:		PT-2024-GA-00-43
<i>Project Name & Description</i>	SPEED - Sheriff's Patrol to Enforce Effective Driving A 5-person team of Sheriff's Deputies assigned to the Lowndes County Sheriff's Office Traffic Unit. The goal of this team is to reduce the number of crashes resulting in serious injury and fatality through proactive patrol and enforcement of Georgia Traffic Laws, within Lowndes County, GA.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, seatbelt) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$53,798.40	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, and speed laws of Georgia.			

Monroe Police Department, City of		Project Number:		PT-2024-GA-00-75
<i>Project Name & Description</i>	Monroe Police Department Speed Deterrent, Occupant Protection Enforcement, and Educational Grant The Monroe Police Department is proposing a request for assistance in combating the concerning speed-related issues and occupant protection enforcement within Monroe, GA. As an approved 57-sworn department, this agency is limited to speed measurement devices. In addition, Monroe Police Department will dedicate itself to the education of its citizens on the importance of occupant protection.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, seatbelt) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – City			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$47,262.00	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, and speed laws of Georgia.			

Morgan County Sheriff's Office		Project Number:		PT-2024-GA-00-90
<i>Project Name & Description</i>	Morgan County Traffic Safety The Morgan County Sheriff's Office seeks funding to increase traffic enforcement efforts that are spent towards prevention of crashes in Morgan County, GA, due to violations of speed limits and occupant protection on roadways where these crashes are occurring.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, seatbelt) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$46,520.00	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, and speed laws of Georgia.			

Muscogee County Sheriff's Office		Project Number:		PT-2024-GA-01-06
<i>Project Name & Description</i>	HEAT - Muscogee In alignment with the State Plan, the MCSO will implement evidence-based practices supporting the goals of the H.E.A.T. Unit to reduce alcohol and speed-related crashes, injuries and fatalities, and to increase child restraint and seatbelt usage within Muscogee County, GA.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, DUI, seatbelt, distracted) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$346,384.80	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Newnan Police Department		Project Number:		PT-2024-GA-01-28
<i>Project Name & Description</i>	The Newnan Police Department High Visibility to Reduce Speed Related, Distracted Driving, and Following Too Closely Motor Vehicle Accidents The Newnan Police Department desires to reduce the number of traffic related accidents in the City of Newnan, GA that are a direct result of speeding, distracted driving, and following too closely by motorist. High visibility in problematic areas, gearing toward educating citizens, to help prevent traffic/pedestrian accidents as a direct result of speeding, distracted driving, and following too closely.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, DUI, seatbelt) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – City			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$28,857.60	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, and speed laws of Georgia.			

Newton County Sheriff's Office		Project Number:		PT-2024-GA-00-51
<i>Project Name & Description</i>	Newton County Sheriff's Office HEAT Unit With the renewal of a HEAT Unit in Newton County, GA, the Newton County Sheriff's Office will continue its efforts to combat aggressive driving, distracted driving, speeding, DUI's, accident-related fatalities, enforce seatbelt usage, and continue to educate the community on traffic safety.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, DUI, seatbelt, distracted) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$186,325.20	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Oglethorpe County Sheriff's Office		Project Number:		PT-2024-GA-00-33
<i>Project Name & Description</i>	Fatality/Serious Injury, Speed Related Crashes To change driver behavior in Oglethorpe County, GA through increased speed enforcement, reducing the number of speed related crashes resulting in serious injury or death, with a focus on roadways where a majority of crashes are occurring.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, seatbelt) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$33,549.16	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, and speed laws of Georgia.			

Pooler Police Department		Project Number:		PT-2024-GA-00-46
<i>Project Name & Description</i>	Speed Related Crashes from Following too closely To reduce the number of traffic crashes, injuries, and fatalities in the City of Pooler, GA by focusing on speeding drivers while also enforcing seatbelt and distracted driving laws.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, seatbelt, distracted) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – City			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$41,092.80	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, distracted driving, and speed laws of Georgia.			

Public Safety Training Center, Georgia		Project Number:		PT-2024-GA-00-13
<i>Project Name & Description</i>	Speed Enforcement & Current Trends in Traffic Enforcement Advanced level law enforcement training programs available to law enforcement agencies statewide, focused on reducing serious injury and fatality related crashes through proactive, aggressive speed enforcement, as well as current trends in traffic enforcement training initiatives.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Speed Enforcement Training Programs • High-Visibility Enforcement 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$74,511.84	No	No
<i>Eligible Use of Funds</i>	Project will fund personnel to educate law enforcement in speed detection as well as current trends in traffic enforcement.			

Public Safety, Georgia Department of		Project Number:		PT-2024-GA-00-86
<i>Project Name & Description</i>	HEAT/Nighthawks - Middle- GA To more effectively address the problem related to impaired drivers and speeding. The Nighthawks will provide intense enforcement coverage of the Bibb, Muscogee, and other hot spot counties within GSP troop D.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	State Law Enforcement			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$629,135.68	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Public Safety, Georgia Department of		Project Number:		PT-2024-GA-01-77
<i>Project Name & Description</i>	State-Wide Mobilization Patrol To more effectively address the statewide problem related to impaired drivers, speeding, and occupant protection.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	State Law Enforcement			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$1,238,040.00	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, and speed laws of Georgia.			

Rabun County Sheriff's Office		Project Number:		PT-2024-GA-00-84
<i>Project Name & Description</i>	Rabun County Sheriff's Office High Visibility Enforcement Program The Rabun County Sheriff's Office is proposing a request for assistance in combating the concerning speed issue within its' jurisdiction. Our agency has the internal traffic-related goal to have a High Visibility Program and all patrol on every shift equipped with radar units to assist with deterring speed within Rabun County, GA.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, seatbelt) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$20,976.00	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, and speed laws of Georgia.			

Rockdale County Sheriff's Office		Project Number:		PT-2024-GA-01-07
<i>Project Name & Description</i>	HEAT Rockdale County Sheriff's Office The Rockdale County Sheriff's Office (RCSO) HEAT Unit will conduct enforcement activities that reduce crashes, fatalities, aggressive and impaired driving, and serious injuries in Rockdale County, GA. RCSO will use best practices, traffic data, and analytics to develop enforcement strategies and pinpoint hotspot areas; enhance traffic safety efforts; coordinate and participate in multijurisdictional enforcement activities; and facilitate and participate in traffic safety educational campaigns			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, DUI, seatbelt, distracted) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$63,450.00	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Savannah Police Department		Project Number:		PT-2024-GA-01-35
<i>Project Name & Description</i>	HEAT Unit Savannah Police Department Reduce motor vehicle crashes, injuries, and fatalities in Savannah, GA via high visibility enforcement targeting impaired drivers, speeders, those who do not use safety restraints devices, aggressive and distracted driving.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, DUI, seatbelt, distracted) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – City			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$342,499.99	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Snellville Police Department		Project Number:		PT-2024-GA-00-34
<i>Project Name & Description</i>	HEAT Snellville Police Department The Snellville Police Department is seeking to renew our HEAT grant from the Governor's Office of Highway Safety to reduce injuries and fatalities from motor vehicle crashes. The Snellville Police Department HEAT unit will use best practice and analysis of traffic data to maximize the efficiency of enforcement efforts focusing on impaired driving, speeding, and occupant protection within Snellville, GA.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, DUI, seatbelt, distracted) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – City			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$92,697.46	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Spalding County Sheriff's Office		Project Number:		PT-2024-GA-00-08
<i>Project Name & Description</i>	HEAT Unit The project will be used to reduce fatal/ serious injury traffic collisions that involve DUI and speeding.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, DUI, seatbelt, distracted) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$103,480.40	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, speed, and distracted driving laws of Georgia.			

Stockbridge Police Department		Project Number:		PT-2024-GA-01-20
<i>Project Name & Description</i>	Stockbridge Police Department HVE The Stockbridge Police Department's (SPD) goal is to reduce crashes, Injuries, and eliminate fatalities through traffic enforcement initiatives. SPD strategies will involve using best practices, focused traffic data analytics, coordinating and participating in multijurisdictional enforcement activities & traffic safety educational campaigns in efforts to keep the roadways of Henry County and the City of Stockbridge safe.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, seatbelt) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – City			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$50,418.00	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, and speed laws of Georgia.			

Telfair County Sheriff's Office		Project Number:		PT-2024-GA-00-81
<i>Project Name & Description</i>	Telfair County Sheriff's Office High Visibility Enforcement Project Telfair County Sheriff's Office will establish a traffic enforcement effort focusing on the dangers and consequences of speeding and impaired drivers within Telfair County, GA.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, DUI, seatbelt) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$35,520.00	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, and speed laws of Georgia.			

Thomasville Police Department		Project Number:		PT-2024-GA-01-53
<i>Project Name & Description</i>	Thomasville HVE Program 2024 This project will develop a High Visibility Enforcement (HVE) program to address an increase in traffic violations in our community, currently no dedicated resources. Thomasville Police Department (TPD) officers will be dedicated to enforcing traffic laws on the roadways of Thomasville, GA through saturated patrols and checkpoints in areas identified by data to be those where traffic violation-related crashes, injuries, and fatalities occur. Public education events and safety campaigns will be held regularly.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, seatbelt) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – City			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$36,351.60	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, and speed laws of Georgia.			

Toccoa Police Department		Project Number:		PT-2024-GA-01-56
<i>Project Name & Description</i>	Toccoa Police Department GOHS Grant The Toccoa Police Department is seeking funding to purchase one (1) LIDAR unit and two (2) handheld intoximeters to enhance traffic enforcement within the city of Toccoa, GA. The Toccoa Police Department is also seeking funding to certify one (1) officer as a Safety Seat Technician and recertify two (2) current Safety Seat Technicians.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, DUI, seatbelt) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – City			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$14,260.00	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, impaired driving, and speed laws of Georgia.			

Toombs County Sheriff's Office		Project Number:		PT-2024-GA-00-93
<i>Project Name & Description</i>	High Visibility Enforcement Project The Toombs County Sheriff's Office has established an enforcement effort focusing on the dangers and consequences of speeding and not using seat belts utilizing road checks and speed deterrent measures within Toombs County, GA.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, seatbelt) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$31,332.00	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, and speed laws of Georgia.			

Twiggs County Sheriff's Office		Project Number:		PT-2024-GA-00-29
<i>Project Name & Description</i>	Twiggs County High Visibility Enforcement Twiggs County Sheriff's Office has identified a growing problem in Twiggs County, GA with increased speeds within its jurisdiction. We are requesting support in combating these issues through this proposal.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, seatbelt) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$39,575.20	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, and speed laws of Georgia.			

Washington County Sheriff's Office		Project Number:		PT-2024-GA-00-56
<i>Project Name & Description</i>	Speed Enforcement and Occupant Protection Grant The Washington County Sheriff's Office will increase its citizens' and visitors' awareness of the dangers and consequences of speeding and seat belt awareness, while reducing the number of crash related injuries and fatalities within Washington County, GA, during the grant period through education, speed enforcement and seat belt enforcement using high visibility enforcement efforts.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, seatbelt) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$64,466.30	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, and speed laws of Georgia.			

Wrens Police Department		Project Number:		PT-2024-GA-00-95
<i>Project Name & Description</i>	High Visibility Enforcement Project The Wrens Police Department will establish an enforcement effort focusing on the dangers and consequences of speeding drivers and lack of safety belt use, utilizing road checks, and speed deterrent measures within the City of Wren, GA.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement (Speed, seatbelt) • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – City			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$11,620.00	No	No
<i>Eligible Use of Funds</i>	Project will use enforcement hours to participate in the NHTSA and GOHS mobilizations and actively conduct sustained enforcement of the seat belt, child restraint, and speed laws of Georgia.			

Americus Police Department		Project Number:		PT-2024-TE-00-15
<i>Project Name & Description</i>	TEN West Central (WCTEN) The West Central Traffic Enforcement Network (WCTEN) will coordinate enforcement and education of law enforcement within the network region to maximize the highway safety benefit.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – City			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$23,959.76	No	No
<i>Eligible Use of Funds</i>	Traffic Enforcement Networks will use enforcement hours to coordinate their network region of law enforcement agencies, encourage participation in GOHS and NHTSA campaigns, as well as encourage agencies to conduct sustained enforcement of the seatbelt, child restraint, impaired driving, distracted driving, and speed laws.			

Calhoun Police Department		Project Number:		PT-2024-TE-00-06
<i>Project Name & Description</i>	TEN Mountain Area (MNTEN) The Mountain Traffic Enforcement Network (MNTEN) will coordinate enforcement and education of law enforcement within the network region to maximize the highway safety benefit.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – City			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$24,091.04	No	No
<i>Eligible Use of Funds</i>	Traffic Enforcement Networks will use enforcement hours to coordinate their network region of law enforcement agencies, encourage participation in GOHS and NHTSA campaigns, as well as encourage agencies to conduct sustained enforcement of the seatbelt, child restraint, impaired driving, distracted driving, and speed laws.			

Charlton County Sheriff's Office		Project Number:		PT-2024-TE-00-05
<i>Project Name & Description</i>	TEN - Coastal Area (CATEN) The Coastal Area Traffic Enforcement Network (CATEN) will coordinate enforcement and education of law enforcement within the network region to maximize the highway safety benefit.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$27,964.48	No	No
<i>Eligible Use of Funds</i>	Traffic Enforcement Networks will use enforcement hours to coordinate their network region of law enforcement agencies, encourage participation in GOHS and NHTSA campaigns, as well as encourage agencies to conduct sustained enforcement of the seatbelt, child restraint, impaired driving, distracted driving, and speed laws.			

Demorest Police Department		Project Number:		PT-2024-TE-00-09
<i>Project Name & Description</i>	TEN- Northeast Georgia Northeast Traffic Enforcement Network (NETEN) will coordinate enforcement and education of law enforcement within the network region to maximize the highway safety benefit.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – City			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$27,376.88	No	No
<i>Eligible Use of Funds</i>	Traffic Enforcement Networks will use enforcement hours to coordinate their network region of law enforcement agencies, encourage participation in GOHS and NHTSA campaigns, as well as encourage agencies to conduct sustained enforcement of the seatbelt, child restraint, impaired driving, distracted driving, and speed laws.			

Douglasville, City of		Project Number:		PT-2024-TE-00-16
<i>Project Name & Description</i>	TEN - Western Region The Western Region Traffic Enforcement Network (WR TEN) will coordinate enforcement and education of law enforcement within the network region to maximize the highway safety benefit.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – City			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$26,569.04	No	No
<i>Eligible Use of Funds</i>	Traffic Enforcement Networks will use enforcement hours to coordinate their network region of law enforcement agencies, encourage participation in GOHS and NHTSA campaigns, as well as encourage agencies to conduct sustained enforcement of the seatbelt, child restraint, impaired driving, distracted driving, and speed laws.			

Effingham County Sheriff's Office		Project Number:		PT-2024-TE-00-04
<i>Project Name & Description</i>	TEN - Southeast Area Southeastern Traffic Enforcement Network (SETEN) will coordinate enforcement and education of law enforcement within the network region to maximize the highway safety benefit.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$31,320.96	No	No
<i>Eligible Use of Funds</i>	Traffic Enforcement Networks will use enforcement hours to coordinate their network region of law enforcement agencies, encourage participation in GOHS and NHTSA campaigns, as well as encourage agencies to conduct sustained enforcement of the seatbelt, child restraint, impaired driving, distracted driving, and speed laws.			

Fayetteville Police Department		Project Number:		PT-2024-TE-00-13
<i>Project Name & Description</i>	TEN - Metro Atlanta Traffic Enforcement Network (MATEN) The Metro Atlanta Traffic Enforcement Network (MATEN) will coordinate enforcement and education of law enforcement within the network region to maximize the highway safety benefit.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – City			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$27,383.44	No	No
<i>Eligible Use of Funds</i>	Traffic Enforcement Networks will use enforcement hours to coordinate their network region of law enforcement agencies, encourage participation in GOHS and NHTSA campaigns, as well as encourage agencies to conduct sustained enforcement of the seatbelt, child restraint, impaired driving, distracted driving, and speed laws.			

Grady County Sheriff's Office		Project Number:		PT-2024-TE-00-02
<i>Project Name & Description</i>	TEN - Southwest (SWTEN) The Southwest Traffic Enforcement Network (SWTEN) will coordinate enforcement and education of law enforcement within the network region to maximize the highway safety benefit			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$21,397.08	No	No
<i>Eligible Use of Funds</i>	Traffic Enforcement Networks will use enforcement hours to coordinate their network region of law enforcement agencies, encourage participation in GOHS and NHTSA campaigns, as well as encourage agencies to conduct sustained enforcement of the seatbelt, child restraint, impaired driving, distracted driving, and speed laws.			

Grovetown Police Department		Project Number:		PT-2024-TE-00-12
<i>Project Name & Description</i>	TEN - East Central The East Central Traffic Enforcement Network (ECTEN) will coordinate enforcement and education of law enforcement within the network region to maximize the highway safety benefit.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – City			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$28,538.96	No	No
<i>Eligible Use of Funds</i>	Traffic Enforcement Networks will use enforcement hours to coordinate their network region of law enforcement agencies, encourage participation in GOHS and NHTSA campaigns, as well as encourage agencies to conduct sustained enforcement of the seatbelt, child restraint, impaired driving, distracted driving, and speed laws.			

Holly Springs Police Department		Project Number:		PT-2024-TE-00-07
<i>Project Name & Description</i>	TEN - Appalachian Trail The Appalachian Traffic Enforcement Network (ATTEN) will coordinate enforcement and education of law enforcement within the network region to maximize the highway safety benefit.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – City			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$27,660.96	No	No
<i>Eligible Use of Funds</i>	Traffic Enforcement Networks will use enforcement hours to coordinate their network region of law enforcement agencies, encourage participation in GOHS and NHTSA campaigns, as well as encourage agencies to conduct sustained enforcement of the seatbelt, child restraint, impaired driving, distracted driving, and speed laws.			

Newton County Sheriff's Office		Project Number:		PT-2024-TE-00-10
<i>Project Name & Description</i>	TEN - Central Region (CRTEN) Central Region Traffic Enforcement Network (CRTEN) will coordinate enforcement and education of law enforcement within the network region to maximize the highway safety benefit.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$24,296.80	No	No
<i>Eligible Use of Funds</i>	Traffic Enforcement Networks will use enforcement hours to coordinate their network region of law enforcement agencies, encourage participation in GOHS and NHTSA campaigns, as well as encourage agencies to conduct sustained enforcement of the seatbelt, child restraint, impaired driving, distracted driving, and speed laws.			

Oglethorpe County Sheriff's Office		Project Number:		PT-2024-TE-00-01
<i>Project Name & Description</i>	TEN - Piedmont Area (PATEN) The Piedmont Area Traffic Enforcement Network (PATEN) will coordinate enforcement and education of law enforcement within the network region to maximize the highway safety benefit.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$24,699.76	No	No
<i>Eligible Use of Funds</i>	Traffic Enforcement Networks will use enforcement hours to coordinate their network region of law enforcement agencies, encourage participation in GOHS and NHTSA campaigns, as well as encourage agencies to conduct sustained enforcement of the seatbelt, child restraint, impaired driving, distracted driving, and speed laws.			

Twiggs County Sheriff's Office		Project Number:		PT-2024-TE-00-11
<i>Project Name & Description</i>	TEN Middle Georgia (MGTEN) The Middle Georgia Traffic Enforcement Network (MGTEN) will coordinate enforcement and education of law enforcement within the network region to maximize the highway safety benefit.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$21,842.96	No	No
<i>Eligible Use of Funds</i>	Traffic Enforcement Networks will use enforcement hours to coordinate their network region of law enforcement agencies, encourage participation in GOHS and NHTSA campaigns, as well as encourage agencies to conduct sustained enforcement of the seatbelt, child restraint, impaired driving, distracted driving, and speed laws.			

Valdosta Police Department, City of		Project Number:		PT-2024-TE-00-03
<i>Project Name & Description</i>	TEN- Southern Region Southern Region Traffic Enforcement Network (SRTEN) will coordinate enforcement and education of law enforcement within the network region to maximize the highway safety benefit.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – City			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$25,309.76	No	No
<i>Eligible Use of Funds</i>	Traffic Enforcement Networks will use enforcement hours to coordinate their network region of law enforcement agencies, encourage participation in GOHS and NHTSA campaigns, as well as encourage agencies to conduct sustained enforcement of the seatbelt, child restraint, impaired driving, distracted driving, and speed laws.			

Washington County Sheriff's Office		Project Number:		PT-2024-TE-00-14
<i>Project Name & Description</i>	TEN - South Central Traffic Enforcement Network (SCTEN) The South-Central Traffic Enforcement Network will use the grant to promote traffic safety in the Network.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – County			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$22,039.60	No	No
<i>Eligible Use of Funds</i>	Traffic Enforcement Networks will use enforcement hours to coordinate their network region of law enforcement agencies, encourage participation in GOHS and NHTSA campaigns, as well as encourage agencies to conduct sustained enforcement of the seatbelt, child restraint, impaired driving, distracted driving, and speed laws.			

Zebulon Police Department		Project Number:		PT-2024-TE-00-08
<i>Project Name & Description</i>	TEN- Central Georgia Central Georgia Traffic Enforcement Network (CGTEN) will coordinate enforcement and education of law enforcement within the network region to maximize the highway safety benefit.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • High-Visibility Enforcement • Integrated Enforcement • Communications and Outreach: Supporting Enforcement 			
<i>Organization Type</i>	Local Law Enforcement – City			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402PT	\$23,119.60	No	No
<i>Eligible Use of Funds</i>	Traffic Enforcement Networks will use enforcement hours to coordinate their network region of law enforcement agencies, encourage participation in GOHS and NHTSA campaigns, as well as encourage agencies to conduct sustained enforcement of the seatbelt, child restraint, impaired driving, distracted driving, and speed laws.			

2.10 PREVENTING ROADSIDE DEATH

GAGOHS - Grantee		Project Number:		M12BDAT-2024-GA-01-15
<i>Project Name & Description</i>	Digital Alerting, Seconds Save Lives Deploy and implement a pilot program to prevent death and injury from crashes involving motor vehicles striking other vehicles, first responders, and individuals stopped at the roadside/ utilizing digital technology.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Communications and Outreach: Supporting Enforcement • Enforcement of Move-Over Law through Driver Assistance Technology 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 405h M12BDAT	\$40,850.00	No	No
<i>Eligible Use of Funds</i>	Funds will be used to implement a pilot program that uses digital technology to prevent death and injury from crashes involving motor vehicles striking other vehicles, first responders, and individuals stopped at the roadside.			

2.11 ROADWAY SAFETY/ RAILROAD SAFETY

Georgia Operation Lifesavers		Project Number:		RS-2024-GA-00-85
<i>Project Name & Description</i>	First Responders Training and Mobile Truck Exhibit Georgia Operation Lifesaver will provide training and education statewide, to both the "First Responders" and "general public" about safety around trains, railroad tracks and right a ways, and special railroad collisions/ police reporting.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> Outreach and Education 			
<i>Organization Type</i>	Non-profit			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402RS	\$28,884.00	No	No
<i>Eligible Use of Funds</i>	Will educate drivers on the hazards of trying to "beat the train" at grade crossings. Will also educate first responders through the Grade Crossing Incident Management courses.			

GAGOHS - Grantee		Project Number:		RS-2024-GA-01-78
<i>Project Name & Description</i>	402RS - Road Safety To fund staff and activities to become familiar with the various highway-safety related categories of Federal-aid highway funds--in addition to Section 402--in order to maximize the safety benefits of the entire program as well as evaluating the state highway safety process.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> Outreach and Education 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402RS	\$297,991.50	No	No
<i>Eligible Use of Funds</i>	To fund staff and activities to become familiar with the various highway-safety related categories of Federal-aid highway funds--in addition to Section 402--in order to maximize the safety benefits of the entire program as well as evaluating the state highway safety process.			

2.12 SPEED MANAGEMENT

See section **2.9 Police Traffic Services** for sub-recipients implementing speed management countermeasures and strategies in FFY2024. These sub-recipients include local law enforcement agencies and state agencies that implement training programs for speed management. Law enforcement agencies are funded to execute *integrated enforcement* countermeasure that includes speeding detection, prevention of impaired driving, seat belt enforcement, and deterrence of other risky driving behaviors.

2.13 TRAFFIC RECORDS

Driver Services, Georgia Department of		Project Number: M3DA-2024-GA-00-69		
<i>Project Name & Description</i>	GECPS Outreach To provide a secure and accurate method of electronic transmission of conviction data from Georgia courts to the State within 10 days of adjudication; to train and educate courts on the GECPS system for this purpose.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> Improve the Timeliness, Accuracy, Completeness, Uniformity, Integration, and Accessibility of Georgia's Traffic Records Data Systems 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 405c M3DA	\$263,871.99	No	No
<i>Eligible Use of Funds</i>	Georgia Traffic Records information systems' projects are funded to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of Georgia's traffic records data.			

Driver Services, Georgia Department of		Project Number: M3DA-2024-GA-01-19		
<i>Project Name & Description</i>	Traffic Data Analysis Epidemiologist Hire a Traffic Data Analysis Epidemiologist dedicated to analyzing and interpreting population-based statistics to identify problems, recommend solutions and prepare responses for program development and implementation. This position will provide data and epidemiological analytic assistance to support highway safety, injury prevention activities at the federal, state, and local levels.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> Improve the Timeliness, Accuracy, Completeness, Uniformity, Integration, and Accessibility of Georgia's Traffic Records Data Systems 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 405c M3DA	\$116,943.88	No	No
<i>Eligible Use of Funds</i>	Georgia Traffic Records information systems' projects are funded to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of Georgia's traffic records data.			

GAGOHS - Grantee		Project Number:		M3DA-2024-GA-01-09
<i>Project Name & Description</i>	405(c) Traffic Records Program This program uses NHTSA Section 405(c) funds to fund the GOHS Georgia Traffic Records program staff and traffic records information systems' projects to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of Georgia's traffic records data.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> Improve the Timeliness, Accuracy, Completeness, Uniformity, Integration, and Accessibility of Georgia's Traffic Records Data Systems 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 405c M3DA	\$209,253.75	No	No
<i>Eligible Use of Funds</i>	To fund the Georgia Traffic Records program staff and traffic records information systems' projects to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of Georgia's traffic records data.			

Georgia Association of Chiefs of Police		Project Number:		M3DA-2024-GA-00-27
<i>Project Name & Description</i>	LEA Technology Grant GACP The Georgia Association of Chiefs of Police (GACP) will provide select law enforcement agencies with computer hardware (mobile data units) needed to submit crash reports electronically to the state through the GEARS system. This project will also provide funds for the mounting of these units into patrol vehicles as well as printers to be placed in the vehicles for the purpose of printing electronic crash reports.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> Improve the Timeliness, Accuracy, Completeness, Uniformity, Integration, and Accessibility of Georgia's Traffic Records Data Systems 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 405c M3DA	\$672,000.00	No	No
<i>Eligible Use of Funds</i>	Georgia Traffic Records information systems' projects are funded to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of Georgia's traffic records data.			

Public Health, Georgia Department of		Project Number:		M3DA-2024-GA-00-04
<i>Project Name & Description</i>	Support for CODES Crash Data Linkage The CODES project brings together multiple agencies to identify opportunities for crash prevention by linking and analyzing crash, vehicle and behavioral characteristics to medical and financial data.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> Improve the Timeliness, Accuracy, Completeness, Uniformity, Integration, and Accessibility of Georgia's Traffic Records Data Systems 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 405c M3DA	\$314,591.96	No	No
<i>Eligible Use of Funds</i>	Georgia Traffic Records information systems' projects are funded to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of Georgia's traffic records data.			

Public Health, Georgia Department of		Project Number:		M3DA-2024-GA-00-05
<i>Project Name & Description</i>	<p>Public and DPH Customer Access to crash data in death, hospital discharge, emergency room visit and crash data sources via OASIS web query and custom data requests.</p> <p>OASIS, DPH's query system, provides online access to data visualizations and reports. Data provisioning to partners is supported by the departmental data warehouse, which contains the most current Hospital Discharge, ER Visit, Death, Population and Geographic Information conformed to the latest vintage (2020) of Census Tracts. Value-additions include data quality controls and calculated variables such as injury classifications and severities using diagnosis codes, and standardized geographies.</p>			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> Improve the Timeliness, Accuracy, Completeness, Uniformity, Integration, and Accessibility of Georgia's Traffic Records Data Systems 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 405c M3DA	\$209,954.15	No	No
<i>Eligible Use of Funds</i>	Georgia Traffic Records information systems' projects are funded to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of Georgia's traffic records data.			

Public Health, Georgia Department of (EMS & Trauma)		Project Number:		M3DA-2024-GA-00-40
<i>Project Name & Description</i>	<p>DPH - OEMS GEMSIS Elite</p> <p>To maintain the Georgia Emergency Medical Services Information System (GEMSIS) in NEMSIS v3.4.0, to archive the NEMSIS 2.2.1 data, begin work to prepare GEMSIS for NEMSIS v3.5.0 (preparation and planned implementation in CY2023), maintain GEMSIS Datamart, and progress towards achieving the time-to-care metric through deterministic linking of EMS data.</p>			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> Improve the Timeliness, Accuracy, Completeness, Uniformity, Integration, and Accessibility of Georgia's Traffic Records Data Systems 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 405c M3DA	\$232,646.68	No	No
<i>Eligible Use of Funds</i>	Georgia Traffic Records information systems' projects are funded to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of Georgia's traffic records data.			

Public Safety Training Center, Georgia		Project Number:		M3DA-2024-GA-01-43
<i>Project Name & Description</i>	Georgia Motor Vehicle Accident Report Form Quality Oversight Training Program This training program is designed to improve efficiency, quantity & quality of crash report data collection, as well as mitigating post-secondary crashes due to delays in gathering data during active crash investigations. This will be accomplished through a combination of online training, creating a block of instruction within existing training currently offered, creating an additional training course utilizing aerial mapping technology & training offered through the TEN's.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> Improve the Timeliness, Accuracy, Completeness, Uniformity, Integration, and Accessibility of Georgia's Traffic Records Data Systems 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 405c M3DA	\$56,250.00	No	No
<i>Eligible Use of Funds</i>	Georgia Traffic Records information systems' projects are funded to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of Georgia's traffic records data.			

2.14 YOUNG DRIVERS (TEEN TRAFFIC SAFETY PROGRAMS)

GAGOHS - Grantee		Project Number: TSP-2024-GA-00-62		
<i>Project Name & Description</i>	402TSP: Teen Traffic Safety Program To fund staff and activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes, injuries, and fatalities related to teen driving.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Mass-Media Campaign • Communications and Outreach: Distracted Driving • Youth Program: Underage Drinking and Drinking and Driving Prevention 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402TSP	\$266,971.50	No	No
<i>Eligible Use of Funds</i>	To fund staff and activities for statewide comprehensive safety programs designed to reduce motor vehicle related traffic crashes, injuries, and fatalities related to teen driving. Funds will also be used to host a GOHS Youth Conference in the Spring of 2024.			

Children and Parent Resource Group, Inc		Project Number: TSP-2024-GA-00-55		
<i>Project Name & Description</i>	Life Changing Experience Community Education Project Cinema Drive and Smart Driver, an exciting, interactive 3D safe-driving experience for teens educating them on how to drive safely, eliminate distractions, impaired driving and drugged driving			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Mass-Media Campaign • Communications and Outreach: Distracted Driving • Youth Program: Underage Drinking and Drinking and Driving Prevention 			
<i>Organization Type</i>	Non-profit			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402TSP	\$350,000.00	No	No
<i>Eligible Use of Funds</i>	Project will fund an interactive 3D safe driving experience for teens on how to drive safety and eliminate distractions and impaired driving.			

Savannah Technical College		Project Number:		TSP-2024-GA-00-37
<i>Project Name & Description</i>	Building a Legacy of Safety: The Coastal Georgia Center for Driver Safety Savannah Technical College in conjunction with The Coastal Georgia Center for Driver Safety will continue to improve its Driver's Education through integrating and using the grant funds for the Drivers safety program to continue to build on the distracted driver and alcohol-impaired training program. We will continue to build relationships within the community and grow our presence on social media.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Mass-Media Campaign • Communications and Outreach: Distracted Driving • Youth Program: Underage Drinking and Drinking and Driving Prevention 			
<i>Organization Type</i>	College			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402TSP	\$139,706.66	No	No
<i>Eligible Use of Funds</i>	Project will use VR Simulators, Fatal Vision goggles, social media, and other traffic safety materials to reach teen drivers on safe driving by educating them on the importance of why not to drive impaired or distracted.			

Students Against Destructive Decisions		Project Number:		TSP-2024-GA-01-05
<i>Project Name & Description</i>	Centralizing SADD's Teen Mobility Safety Efforts: Measuring Impact in the Technological Age SADD and the Georgia Office of Highway Safety (GOHS) have enjoyed a fruitful partnership over more than two decades. Throughout the last several years, SADD has been working to build the capacity and effectiveness of our chapters across Georgia while measuring impact. This project will focus on creating productive systems and enriching education around mobility safety.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Mass-Media Campaign • Communications and Outreach: Distracted Driving • Youth Program: Underage Drinking and Drinking and Driving Prevention 			
<i>Organization Type</i>	Non-Profit			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402TSP	\$222,371.04	No	No
<i>Eligible Use of Funds</i>	Project will expand the peer-to-peer SADD program in Georgia high schools, host community outreach events, pilot a program to reduce distracted walking and driving among Hispanic students, and conduct train the trainer programs throughout Georgia			

ABAC Advancement Foundation, Inc., The		Project Number: TSP-2024-YA-00-02	
<i>Project Name & Description</i>	ABAC Young Adult Program To educate young adults on the importance of highway safety by hosting educational programs and distributing materials that will help decrease the number of crashes, injuries, and fatalities. College/University is located in Tift County, GA.		
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Mass-Media Campaign • Communications and Outreach: Distracted Driving • Youth Program: Underage Drinking and Drinking and Driving Prevention 		
<i>Organization Type</i>	College/University – Non-Profit		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>
	BIL 402TSP	\$11,760.00	No
<i>Eligible Use of Funds</i>	Project will fund personnel to conduct peer-to-peer educational events to college students about the importance of driving safely and obeying the traffic laws, including impaired driving, speed, distracted, and seatbelt usage.		

Augusta University		Project Number: TSP-2024-YA-00-05	
<i>Project Name & Description</i>	AU GOHS YA Grant 2024 Student Wellness Programs is one of few departments at Augusta University providing education on safe driving and alcohol awareness. Our program is dedicated to providing outreach opportunities to educate students on various topics within the eight dimensions of wellness, including alcohol awareness and DUI prevention. Augusta University police also provides programming in the area of safe driving, but with a very limited budget. College/University is located in Richmond County, GA.		
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Mass-Media Campaign • Communications and Outreach: Distracted Driving • Youth Program: Underage Drinking and Drinking and Driving Prevention 		
<i>Organization Type</i>	University/College		
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>
	BIL 402TSP	\$13,144.00	No
<i>Eligible Use of Funds</i>	Project will fund personnel to conduct peer-to-peer educational events to college students about the importance of driving safely and obeying the traffic laws, including impaired driving, speed, distracted, and seatbelt usage.		

Fort Valley State University		Project Number:		TSP-2024-YA-00-10
<i>Project Name & Description</i>	Be the Sober One The "Be the Sober One" continues to be a Peer-to-Peer social norms campaign designed to increase prevention-oriented knowledge and positive behaviors amongst Fort Valley State University students and residents of middle GA to prevent drinking and driving, and substance abuse in general through the support of Institutional resources and community partners. College/University is located in Peach County, GA.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Mass-Media Campaign • Communications and Outreach: Distracted Driving • Youth Program: Underage Drinking and Drinking and Driving Prevention 			
<i>Organization Type</i>	University/College			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402TSP	\$9,640.88	No	No
<i>Eligible Use of Funds</i>	Project will fund personnel to conduct peer-to-peer educational events to college students about the importance of driving safely and obeying the traffic laws, including impaired driving, speed, distracted, and seatbelt usage.			

Georgia College & State University		Project Number:		TSP-2024-YA-00-04
<i>Project Name & Description</i>	YA GOHS Grant The YA GOHS Grant will provide educational opportunities to reduce high risk drinking and driving after drinking among Georgia College Students. The YA GOHS grant will also provide opportunities to educate our campus about low-risk decisions regarding alcohol and how to make our campus safer and healthier through traffic safety education. The college/university is located in Baldwin County, GA.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Mass-Media Campaign • Communications and Outreach: Distracted Driving • Youth Program: Underage Drinking and Drinking and Driving Prevention 			
<i>Organization Type</i>	University/College			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402TSP	\$9,539.00	No	No
<i>Eligible Use of Funds</i>	Project will fund peer-to-peer educational events to college students about the importance of driving safely and obeying the traffic laws, including impaired driving, speed, distracted, and seatbelt usage.			

Georgia Southwestern State University		Project Number:		TSP-2024-YA-00-15
<i>Project Name & Description</i>	GSW IHELP PEER EDUCATORS To provide training and programming to enhance college students awareness and knowledge of alcohol/impaired driving/binge drinking and highway safety issues. To help reduce the use of alcohol of minors on campus. College/University is located in Sumter County, GA.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Mass-Media Campaign • Communications and Outreach: Distracted Driving • Youth Program: Underage Drinking and Drinking and Driving Prevention 			
<i>Organization Type</i>	University/College			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402TSP	\$12,608.00	No	No
<i>Eligible Use of Funds</i>	Project will fund personnel to conduct peer-to-peer educational events to college students about the importance of driving safely and obeying the traffic laws, including impaired driving, speed, distracted, and seatbelt usage.			

Georgia State University		Project Number:		TSP-2024-YA-00-01
<i>Project Name & Description</i>	Georgia State University Young Adult This program builds a comprehensive alcohol & other drug prevention program to reach all Georgia State University campuses. College/University is located in Fulton County, GA.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Mass-Media Campaign • Communications and Outreach: Distracted Driving • Youth Program: Underage Drinking and Drinking and Driving Prevention 			
<i>Organization Type</i>	University/College			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402TSP	\$13,232.00	No	No
<i>Eligible Use of Funds</i>	Project will fund personnel to conduct peer-to-peer educational events to college students about the importance of driving safely and obeying the traffic laws, including impaired driving, speed, distracted, and seatbelt usage.			

Kennesaw State University Research and Service Foundation		Project Number:		TSP-2024-YA-00-09
<i>Project Name & Description</i>	GOHS YA Kennesaw State University YA application to improve the health of the Kennesaw State University community as it relates to impaired driving and alcohol use. College/University is located in Cobb County, GA.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Mass-Media Campaign • Communications and Outreach: Distracted Driving • Youth Program: Underage Drinking and Drinking and Driving Prevention 			
<i>Organization Type</i>	College/University – Non-Profit			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402TSP	\$27,724.89	No	No
<i>Eligible Use of Funds</i>	Project will fund personnel to conduct peer-to-peer educational events to college students about the importance of driving safely and obeying the traffic laws, including impaired driving, speed, distracted, and seatbelt usage.			

North Georgia, University of		Project Number:		TSP-2024-YA-00-07
<i>Project Name & Description</i>	Peer Health Educators Educating UNG Student Community on Highway Safety The University of North Georgia seeks funding for developing, promoting, and implementing programs and events to educate our students on the major contributing factors of highway-related injuries and fatalities among college students. The primary concern addressed is the high percentage of alcohol-related crashes, injuries, and deaths among college students/youth. The grant allows us to expand our outreach efforts to our UNG community and play a role in their safety. The college/university is located in Lumpkin County, GA.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Mass-Media Campaign • Communications and Outreach: Distracted Driving • Youth Program: Underage Drinking and Drinking and Driving Prevention 			
<i>Organization Type</i>	University/College			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402TSP	\$24,312.00	No	No
<i>Eligible Use of Funds</i>	Project will fund personnel to conduct peer-to-peer educational events to college students about the importance of driving safely and obeying the traffic laws, including impaired driving, speed, distracted, and seatbelt usage.			

Valdosta State University		Project Number:		TSP-2024-YA-00-12
<i>Project Name & Description</i>	YA 2024 Increase awareness and compliance with DUI and Underage drinking laws among the VSU and Valdosta, Georgia community through the Office of Health Promotions and Wellness.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Mass-Media Campaign • Communications and Outreach: Distracted Driving • Youth Program: Underage Drinking and Drinking and Driving Prevention 			
<i>Organization Type</i>	University/College			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402TSP	\$7,630.91	No	No
<i>Eligible Use of Funds</i>	Project will fund peer-to-peer educational events to college students about the importance of driving safely and obeying the traffic laws, including impaired driving, speed, distracted, and seatbelt usage.			

West Georgia, University of		Project Number:		TSP-2024-YA-00-14
<i>Project Name & Description</i>	UWG & GOHS Collaborative Safety Initiative To continue our partnership with GOHS to provide alcohol/highway safety education to UWG students, high school students, and to citizens in our service area through multiple programs and initiatives. College/University is located in Carroll County, GA.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Mass-Media Campaign • Communications and Outreach: Distracted Driving • Youth Program: Underage Drinking and Drinking and Driving Prevention 			
<i>Organization Type</i>	University/College			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 402TSP	\$ 11,200.00	No	No
<i>Eligible Use of Funds</i>	Project will fund peer-to-peer educational events to college students about the importance of driving safely and obeying the traffic laws, including impaired driving, speed, distracted, and seatbelt usage.			

405 APPLICATIONS

- 405(b) **Occupant Protection** (Adult & Child Passenger Safety)
- 405(c) **Traffic Records**
- 405(d) **Impaired Driving** (Drug & Alcohol)
- 405(e) **Distracted Driving**
- 405(f) **Motorcycle Safety**
- 405(g) **Non-Motorized** (Pedestrians & Bicyclists)
- 405(h) **Preventing Roadside Deaths**

405(b) OCCUPANT PROTECTION (ADULT & CHILD PASSENGER SAFETY)

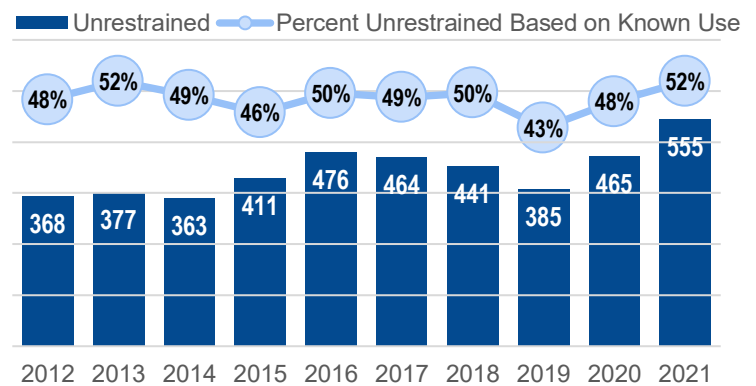
DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

This section contains excerpts from the *2021 Occupant Protection Georgia Traffic Safety Facts* that are pertinent to the planning of countermeasures that will reduce the number of distraction-related fatalities. To access the full report, visit: <https://www.gahighwaysafety.org/georgia-traffic-safety-facts/>

In 2021, there were 1,797 traffic fatalities in Georgia, of which 1,182 (66%) were occupants of passenger vehicles (PV). Of the 1,182 passenger vehicle occupants fatally injured, 555 (47%) were unrestrained, and 515 (44%) were restrained at the time of the crash. Restraint use was not known for the remaining 112 (9%) occupants. Looking only at those passenger vehicle occupants who were fatally injured, and restraint use was known, 48% were restrained, and 52% were unrestrained.

The figure to the right shows the percent and number of unrestrained passenger vehicle occupants fatally injured in traffic crashes when the restraint use was known. The percentage of unrestrained fatalities increased by three percentage points, from 48% in 2020 to 52% in 2021. The number of fatally injured passenger vehicle occupants by restraint use for 2017 to 2021 is shown in the table below.

Percent and Number of Unrestrained Passenger Vehicle Occupants Fatally Injured (All Ages), 2012-2021*



*Percent is calculated based on known restraint use. Note: The appropriate restraint system for children was not taken into consideration in the restraint classification. Source: FARS 2012–2021

Passenger Vehicle Occupants Fatally Injured (All Ages) by Restraint Use, 2017-2021

Year	Restraint Use						Total		Percent Restrained Based on Known Use	Percent Unrestrained Based on Known Use
	Restrained		Unrestrained		Unknown					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent		
2017	488	46%	464	44%	104	10%	1,056	100%	51%	49%
2018	448	45%	441	44%	105	11%	994	100%	50%	50%
2019	514	52%	384	39%	91	9%	989	100%	57%	43%
2020	505	47%	465	43%	102	10%	1,072	100%	52%	48%
2021	515	44%	555	47%	112	9%	1,182	100%	48%	52%

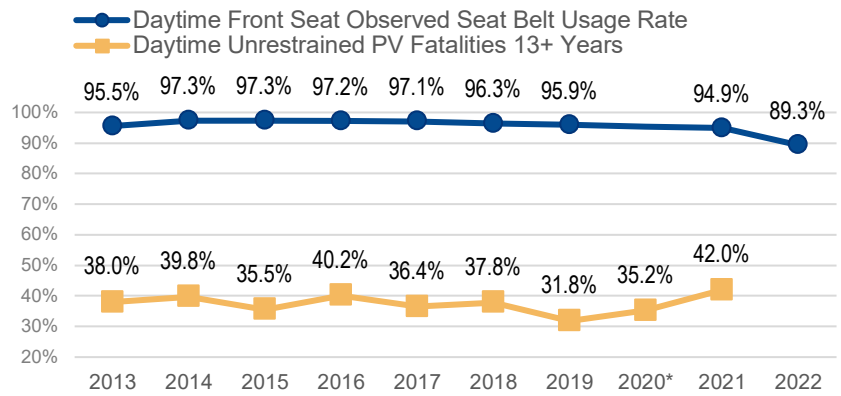
Note: The appropriate restraint system for children was not taken into consideration in the restraint classification. Source: FARS 2017–2021

Since 2011, Georgia observed seat belt usage rate was over 90% — 9 out of 10 front seat passenger occupants were observed wearing a seat belt. According to the 2022 Georgia Seat Belt Observational Survey¹, the rate of seat belt use for drivers and front right-seat passenger vehicles² decreased by nearly 6% from 94.4% in 2021 to 89.3% in 2022. The seat belt usage rate for drivers and front seat passengers (right seating position) was nearly the same—89.2% among drivers and 90.4% among front seat passengers.

The observed safety belt usage rates were also recorded by location, driver ethnicity, driver gender, and vehicle type. According to the 2022 Occupant Protection Observational Survey:

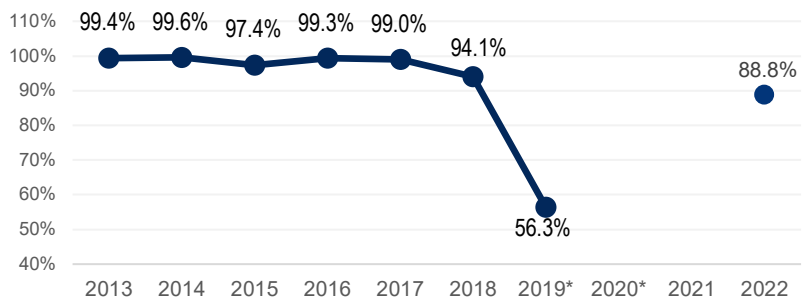
- Observed safety belt usage was highest in the Atlanta MSA (90.3%), followed by non-Atlanta MSAs (87.5%), and rural areas (81.7%).
- Safety belt usage for white occupants was higher (90.5%) than for non-white occupants (88.2%).
- Safety belt usage was higher for women (92.2%) than for men (86.7%).
- Safety belt usage was 90.1% in passenger cars, 90.2% in vans, and 81.9% in trucks.

Observed Safety Belt Use (2013-2022) Front Seat Passenger Vehicle Occupants



*NOTE: In 2020, Georgia opted not to conduct the Seat Belt Observational Survey under the NHTSA waiver through the Coronavirus Aid, Relief, and Economic Security (CARES) Act. This waiver enabled States and U.S. Territories to use their 2019 seat belt use rate for their 2020 seat belt use rate.

Children Safety Seat Usage, 2013-2022



Source: Statewide Use of Occupants Restraints - Observational Survey of Safety Restraint Use in Georgia (2022) **NOTE: Due to the 2019 observed rate that was an outlier due to a small sample size in comparison to other years, GOHS is working collaboratively with the researchers to adjust the methodology used to conduct the annual seat belt observation survey. Part of this collaboration is to explore alternative surveying methodologies similar to surrounding states.

Observed Safety Belt Use by Location, Driver Ethnicity, Driver Gender and Vehicle Type (2017-2019, 2021-2022)*

	2017	2018	2019	2021	2022
Overall Safety Belt Use:	97.1	96.3	95.9	94.8	89.3
Location:					
Atlanta MSA	97.4	96.0	96.8	97.2	90.3
Non-Atlanta MSA	96.4	96.0	95.0	95.3	87.5
Rural	94.8	96.8	95.0	94.0	81.7
Driver Ethnicity:					
White	96.1	94.0	96.1	98.1	90.5
Non-White	96.3	96.6	95.0	96.3	88.2
Driver Gender:					
Male	94.4	94.3	94.2	93.2	86.7
Female	99.2	99.0	98.1	98.6	92.2
Vehicle Type:					
Car	98.3	97.3	97.3	97.9	90.1
Truck	95.5	94.7	92.6	90.9	81.9
Van	97.3	97.0	97.2	96.4	90.2

Source: Statewide Use of Occupants Restraints - Observational Survey of Safety Restraint Use in Georgia (2022) *NOTE: In 2020, Georgia opted not to conduct the Seat Belt Observational Survey under the NHTSA waiver through the Coronavirus Aid, Relief, and Economic Security (CARES) Act. This waiver enabled States and U.S. Territories to use their 2019 seat belt use rate for their 2020 seat belt use rate.

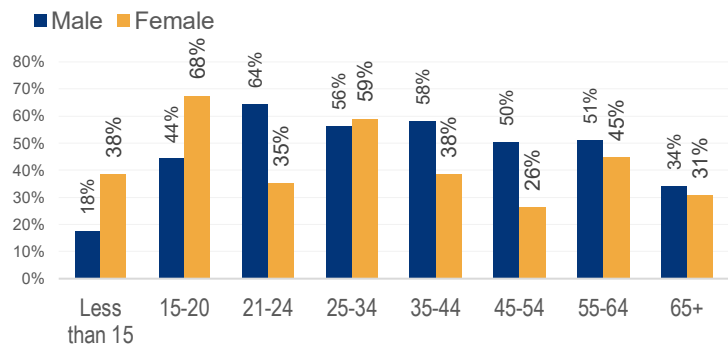
¹ Rupp, Jonathan. 2022. "Statewide Use of Seat Belt Restraints: An Observational Survey of Seat Belt Use in Georgia." The Injury Prevention Research Center at Emory (IPRCE), Emory University: Atlanta, Georgia

² Passenger vehicles are defined as passenger cars, light trucks (including vans, sport utility vehicles (SUV), and pickup trucks).

The figure to the right shows the percentage of PV occupants (across all seating positions) fatally injured and unrestrained in traffic crashes by age group and gender in 2021.

- 68% of fatally injured **female** PV occupants **15-to-20** years of age were unrestrained, compared to 44% of **male** PV occupants.
- 64% of fatally injured **male** PV occupants **21-to-24** years of age were unrestrained, compared to 35% of **female** PV occupants.

Percent of Unrestrained Passenger Vehicle Occupants Fatally Injured in Traffic Crashes by Age and Sex, 2021*

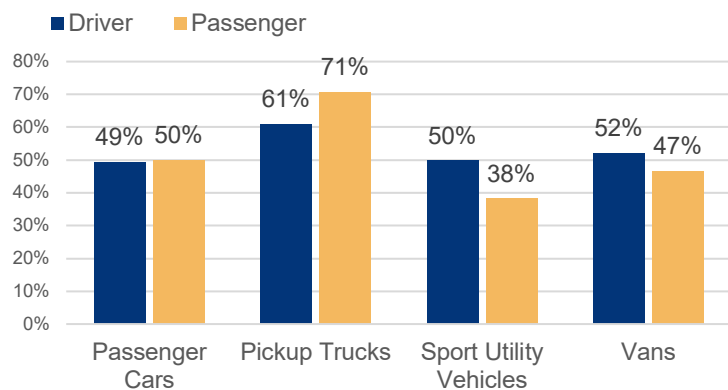


755 Male Passenger Vehicle Occupants with known age
418 Female Passenger Vehicle Occupants with known age

Note: Based on known restraint use
Source: FARS 2021

There were 258 passengers fatally injured in passenger vehicles in 2021. Fifty-six percent of the passengers fatally injured were riding in passenger cars. Among the 258 fatalities for which restraint use was known, 50% were unrestrained, but use varied by vehicle type: 71% of the passengers fatally injured in pickup trucks were unrestrained, compared to 38% in SUVs, 47% in vans, and 50% in passenger cars.

Percent of Unrestrained Drivers and Passengers Fatally Injured by Passenger Vehicle Type, 2021 (All Ages)*



Source: FARS 2021
*Based on known restraint use.

OCCUPANT PROTECTION PLAN

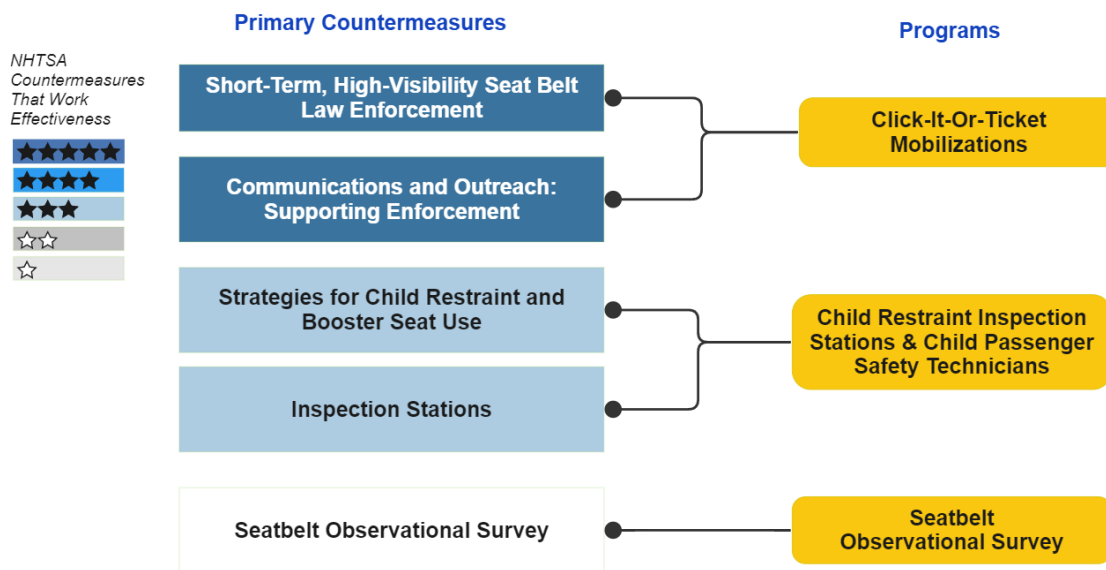
ASSOCIATED PERFORMANCE MEASURES AND TARGETS

Core Outcome Measures		Baseline	Target
		2017 2021	2020 2024
C-1*	To maintain or reduce traffic fatalities to 1,600* (2020-2024 rolling average) by 2024.	1,600	1,600*
C-2a*	To maintain or reduce serious injuries in traffic crashes to 7,109* (2020-2024 rolling average) by 2024.	7,109	7,109*
C-2b*	To maintain or reduce serious injuries per 100M VMT to 5.711* (2020-2024 rolling average) by 2024.	5.711	5.711*
C-3*	To maintain or reduce traffic fatalities per 100M VMT to 1.28* (2020-2024 rolling average) by 2024.	1.28	1.28*
C-4*	To maintain or reduce unrestrained passenger vehicle occupant fatalities to 461* (2020-2024 rolling average) by 2024.	461	461*
B-1	To increase the annual observed seat belt use for passenger vehicles, front seat outboard occupants from 89.3% in 2022 to 90.0% by 2024.	89.3 (2022)	<i>90.0</i>

* Target value meets §1300.11(3)(i) code for *constant or improved* target compared to baseline. However, statistical projections (data-driven approach required by §1300.11 (b)(3)(ii)) and preliminary state crash data show that the performance measure target to “*maintain the baseline*” is overambitious and most likely will not be met. Targets in light-blue, italicized font below are considered to be achievable targets that show progress or demonstrate improved outcomes.

PRIMARY COUNTERMEASURES

GOHS will fund staff and activities that use high-visibility enforcement, communications and outreach, local-level interventions, and mass-media strategies to support other traffic safety program areas. The figure below shows the planned primary countermeasures within each program area to address the growing number of unrestrained traffic-related fatalities, serious injuries, and crashes that occur on Georgia roadways. Together, these primary countermeasures will increase awareness and compliance to Georgia's seatbelt laws and inform the general public of the dangers of other risky driving behaviors.



Unrestrained passenger vehicle fatalities and non-compliance to seatbelt laws remains a traffic safety concern in Georgia. GOHS aims to reduce the number of unrestrained passenger vehicle fatalities (C-4) and total traffic fatalities (C-1). To make progress toward this goal and address these traffic safety issues, GOHS will continue to implement the Click-It-Or-Ticket program that will encourage proper restraint use among all passenger vehicle occupants of all ages through the following primary countermeasures:

1. Short-Term, High-Visibility Seat Belt Law Enforcement (5-star NHTSA effectiveness rating)
2. Communications and Outreach: Supporting Enforcement (5-star)

These primary countermeasures have an NHTSA rating of 5-star effectiveness and are supported by the best practices and research available. The law enforcement activities are also coupled with mass-media campaigns and well-publicized events to increase drivers' awareness and compliance with Georgia seatbelt laws. The high visibility of law enforcement both in media and on roadways reinforces safer driving practices and gives drivers an increased perception of legal consequences if they fail to comply with the law.

PLANNED PARTICIPATION IN CLICK IT OR TICKET

Click It or Ticket has been shown to be an effective campaign to bring awareness to seatbelt usage. Georgia will continue to participate in the Click It or Ticket safety campaign through high-visibility enforcement of the seatbelt laws in Georgia. Crash data will be reviewed, and hot spot enforcement will be used, including rural Georgia where seatbelt usage continues to be lower than the overall state rate.

The Georgia Governor's Office of Highway Safety coordinates two statewide, high visibility Click It or Ticket mobilizations each fiscal year. During FFY 2024, GOHS will also participate in the Click It or Ticket Border 2 Border event with our boarding states. Mobilization dates, enforcement strategies and logistics are discussed with Georgia law enforcement officers during regional traffic enforcement network meetings and communicated on the Georgia Traffic Enforcement Network (GATEN) list-serv to more than 850 law enforcement officers and prosecutors. The plan is to involve all Georgia law enforcement officers with a blanket approach of high visibility Click It or Ticket enforcement initiatives across the entire state.

Jurisdictions that are overrepresented with unbelted fatalities are targeted with extra efforts and stepped-up night-time seat belt enforcement checkpoints. In addition to enforcement efforts during the two-week Click It or Ticket campaigns, Georgia law enforcement are encouraged, through the Regional Traffic Enforcement Networks, to maintain a philosophy of 24/7 occupant protection enforcement efforts.



FFY2024 Georgia Mobilizations*

**Click it or Ticket
November 22 – November 26, 2023**

**Drive Sober or Get Pulled Over
December 13, 2023 - January 1, 2024
(National Mobilization)**

**Click it or Ticket Mobilization
May 13 – June 2, 2024
(National Mobilization)**

**One Hundred Days of Summer HEAT
May 13 - September 2, 2024**

**CIOT Border to Border
May 13, 2024**

**Operation Zero Tolerance
June 24 - July 7, 2024**

**Operation Southern Slow Down
July 15 – 21, 2024**

**Hands Across the Border
August 26 – 29, 2024**

**Drive Sober or Get Pulled Over
August 14 - September 2, 2024
(National Mobilization)**

*Estimated Dates

The chart below contains a list of 372 law enforcement agencies that are planning to participate in the Click It or Ticket National Mobilizations

- | | | | |
|--|-------------------------------|------------------------|------------------------|
| 1. Department of Public Safety (Statewide) | 56. Catoosa County | 112. Euharlee | 169. LaFayette |
| 2. Abbeville | 57. Cave Spring | 113. Fannin County | 170. Lake Park |
| 3. Adairsville | 58. Cecil | 114. Fayette County | 171. Lakeland |
| 4. Adel | 59. Cedartown | 115. Fayetteville | 172. Lamar County |
| 5. Albany | 60. Centerville | 116. Flowery Branch | 173. Lavonia |
| 6. Alma | 61. Chamblee | 117. Floyd County | 174. Leesburg PD |
| 7. Alpharetta | 62. Charlton County | 118. Forsyth | 175. Liberty County |
| 8. Alto | 63. Chatsworth | 119. Forsyth County | 176. Lincoln County |
| 9. Americus | 64. Chattahoochee Hills | 120. Fort Oglethorpe | 177. Locust Grove |
| 10. Appling County | 65. Chattooga County | 121. Fort Stewart | 178. Long County |
| 11. Aragon | 66. Cherokee County | 122. Fort Valley | 179. Louisville |
| 12. Arcade | 67. Chickamauga | 123. Franklin | 180. Lowndes County |
| 13. Ashburn | 68. Clarkston | 124. Franklin County | 181. Ludowici |
| 14. Atkinson County | 69. Claxton | 125. Gainesville | 182. Lumber City |
| 15. Atlanta | 70. Clay County | 126. Garden City | 183. Lyons |
| 16. Avondale Estates | 71. Clayton | 127. Gilmer County | 184. Macon County |
| 17. Bainbridge Public Safety | 72. Clayton County PD | 128. Glennville | 185. Madison |
| 18. Baldwin | 73. Cleveland | 129. Glynn County | 186. Marietta |
| 19. Banks County | 74. Clinch County | 130. Gordon | 187. Marion County |
| 20. Barnesville | 75. Cobb County | 131. Gordon County | 188. Marshallville |
| 21. Bartow | 76. Cochran | 132. Grady County | 189. Maysville |
| 22. Bartow County | 77. Coffee County | 133. Graham | 190. McCaysville |
| 23. Baxley | 78. Cohutta | 134. Grantville | 191. Meriwether County |
| 24. Ben Hill County | 79. Columbus State University | 135. Greene County | 192. Metter |
| 25. Berrien County | 80. Commerce | 136. Greensboro | 193. Milledgeville |
| 26. Bibb County | 81. Conyers | 137. Griffin | 194. Milner |
| 27. Blackshear | 82. Cook County | 138. Grovetown | 195. Milton |
| 28. Blairsville | 83. Cordele | 139. Gwinnett County | 196. Molena |
| 29. Blakely | 84. Cornelia | 140. Habersham County | 197. Monroe |
| 30. Bleckley County | 85. Covington | 141. Hall County | 198. Monroe County |
| 31. Blue Ridge | 86. Coweta County | 142. Hamilton | 199. Montezuma |
| 32. Blythe | 87. Crawford County | 143. Hampton | 200. Montgomery County |
| 33. Boston PD | 88. Crisp County | 144. Hapeville | 201. Morgan County |
| 34. Brantley County | 89. Dalton | 145. Haralson County | 202. Morrow |
| 35. Braswell | 90. Dalton State College | 146. Harris County | 203. Morven |
| 36. Bremen | 91. Danielsville | 147. Hart County | 204. Murray County |
| 37. Brookhaven | 92. Darien | 148. Hazlehurst | 205. Muscogee County |
| 38. Brooklet | 93. Dawson County | 149. Henry County | 206. Nahunta |
| 39. Broxton | 94. Decatur County | 150. Hiwassee | 207. Nashville |
| 40. Brunswick | 95. DeKalb County | 151. Hinesville | 208. Newton County |
| 41. Bryan County | 96. Demorest | 152. Hoboken | 209. Nicholls |
| 42. Buchanan | 97. Donalsonville | 153. Hogansville | 210. Ocilla |
| 43. Buena Vista | 98. Dooly County | 154. Holly Springs | 211. Oconee County |
| 44. Burke County | 99. Douglas | 155. Homeland | 212. Oglethorpe |
| 45. Butler | 100. Douglas County | 156. Homerville | 213. Oglethorpe County |
| 46. Butts County | 101. Douglasville | 157. Houston County | 214. Omega |
| 47. Byron | 102. DPS | 158. Irwin County | 215. Palmetto |
| 48. Cairo | 103. Duluth | 159. Jackson | 216. Patterson |
| 49. Calhoun | 104. Dunwoody | 160. Jacksonville | 217. Peach County |
| 50. Camden County | 105. Eastman | 161. Jasper County | 218. Peachtree City |
| 51. Candler SO | 106. Eatonton | 162. Jeff Davis County | 219. Pearson |
| 52. Canton | 107. Effingham County | 163. Jefferson | 220. Pelham |
| 53. Carroll County | 108. Elbert County | 164. Jesup | 221. Pembroke |
| 54. Carrollton | 109. Elberton | 165. Johns Creek | 222. Perry |
| 55. Cartersville | 110. Emerson | 166. Johnson County | 223. Pike County |
| | 111. Eton | 167. Kingsland | 224. Pine Mountain |
| | | 168. Kingston | 225. Plains |

226. Polk County PD	264. Senoia	302. Thomas County	338. Walton County
227. Polk County Sheriff	265. Shiloh	303. Thomaston	339. Ware County
228. Pooler	266. Sky Valley	304. Thomasville	340. Warm Springs
229. Port Wentworth	267. Smyrna	305. Thomson	341. Warner Robins
230. Porterdale	268. Snellville	306. Thunderbolt	342. Warren County
231. Poulan	269. Social Circle	307. Tift County	343. Warrenton
232. Pulaski County	270. Soperton	308. Tifton	344. Warwick
233. Putnam County	271. South GA College	309. Toccoa	345. Washington County
234. Quitman	272. Spalding County	310. Toombs County	346. Watkinsville
235. Quitman County	273. Sparks	311. Toombsboro	347. Waverly Hall
236. Rabun County	274. Sparta	312. Towns County	348. Waycross
237. Randolph County	275. Springfield	313. Trenton	349. Wayne County
238. Ray City	276. St. Marys	314. Treutlen County	350. Waynesboro
239. Reidsville	277. Stapleton	315. Trion	351. Webster County
240. Remerton	278. Statesboro	316. Troup County	352. West Point
241. Reynolds	279. Statham	317. Tunnel Hill	353. Wheeler County
242. Richland	280. Stephens County	318. Turner County	354. Whigham
243. Richmond County	281. Stewart County	319. Twiggs County	355. White
244. Richmond Hill	282. Stillmore	320. Twin City	356. White County
245. Rincon	283. Stockbridge	321. Tybee Island	357. Whitesburg
246. Ringgold	284. Stone Mountain	322. Tyrone	358. Whitfield County
247. Riverdale	285. Summerville	323. Union City	359. Wilcox County
248. Roberta	286. Sumter County	324. Union County	360. Wilkes County
249. Rochelle	287. Suwanee	325. University of North Georgia- Dahlonega	361. Wilkinson County
250. Rockdale County	288. Swainsboro	326. University of West Georgia	362. Willacoochee
251. Rockmart	289. Sycamore	327. Upson County	363. Winder
252. Rome	290. Sylvania	328. Uvalda	364. Winterville
253. Rossville	291. Sylvester	329. Valdosta	365. Woodbury
254. Roswell	292. Talbot County	330. Valdosta St. Univ.	366. Woodland
255. Royston	293. Talbotton	331. Varnell	367. Woodstock
256. Sandersville	294. Taliaferro County	332. Vidalia	368. Worth County
257. Sandy Springs	295. Tallapoosa	333. Vienna	369. Wrens
258. Sardis	296. Tallulah Falls	334. Villa Rica	370. Wrightsville
259. Savannah PD	297. Tattnall County	335. Wadley	371. Young Harris College
260. Schley County	298. Taylor County	336. Walker County	372. Zebulon
261. Screven	299. Telfair County		
262. Screven County	300. Temple		
263. Seminole County	301. Terrell County		

Click It or Ticket Communications Plan

GOHS will continue to support Click It or Ticket enforcement campaigns with paid media, earned media, and social media campaigns. GOHS will run two-week Click It or Ticket radio and television campaigns during the November and May enforcement periods, conduct news conferences before the Thanksgiving and Memorial Day travel campaigns, and post content that promotes seat belt and child restraint use for all motorists. In addition to the Click It or Ticket campaign, GOHS recently began working with surrounding states in a Seats Across the States campaign that targets populations that regularly cross state lines. This campaign is not only a partnership between state agencies, but also a partnership between state law enforcement. This campaign is meant to educate parents and caregivers on best practices and on knowing the difference between state laws and being compliant with those laws. This campaign allows GOHS to include education as a part of a short term, high-visibility campaign. GOHS will include two Seats Across the States campaigns in the spring and fall of the FFY2024 fiscal year.

CHILD RESTRAINT INSPECTION STATIONS

Child restraint unuse and misuse remains a concern in Georgia. GOHS aims to reduce the number unrestrained passenger vehicle fatalities (C-4) and total traffic fatalities (C-1). To make progress toward this goal and address these traffic safety issues, GOHS will continue to implement child restraint inspection stations with technicians that will support the dissemination and proper use of child safety seats.

The child restraint inspection stations also provide an opportunity to educate parents and caregivers on the value of proper car seat use, the restraint laws as it relates to both children and adults, and proper installation of the safety equipment. With the increase of awareness of safety practices within vehicles, parents and caregivers will adhere to these practices and the number of unrestrained fatalities for both adults and children will decrease.

The Governor's Office of Highway Safety (GOHS) will maintain a list of inspection stations on the state website. Currently there are 105 registered car seat inspection stations throughout the state of Georgia that reach both urban and rural communities. Forty-five (45) of the inspection stations are in rural communities, and sixty (60) are in urban communities. In addition to urban and rural populations, many of these car seat inspection stations reach other vulnerable populations, such as Black/African American, Hispanic, Asian, as well as high-poverty areas. When comparing demographics to the state's population, those counties with a higher percentage of a specific demographic were deemed a county with a high-risk population, especially when that demographic is historically overrepresented in crash data for fatalities and serious injuries.

Currently, ninety-eight (98) fitting stations specifically serve at-risk families. GOHS relies on many agencies to host inspection stations including health departments, police departments, fire departments, along with private, non-profit organizations. Child Passenger Safety Technicians (CPST) are available by appointment at each fitting station to assist local parents and caregivers with properly installing child safety seats and providing extra resources when necessary. The list below identifies the location and contact person at each station and is a document that is updated regularly through the GOHS website. In addition to the inspection stations, GOHS has noted that there are sixty-one additional counties represented through the Child Occupant Safety Project's mini-grant program. The mini-grant program reaches an additional forty-eight (48) rural counties and eleven (11) urban counties.

Georgia will continue to advertise the portal to health departments, fire departments, police departments, and other avenues in hopes to increase the number of registered stations. **Each inspection station and event will be staffed with at least one current nationally Certified Child Passenger Safety Technician.** Many inspections require an appointment.

County	Agency/Organization	Main Contact	Main Contact Email Address	Phone	Address	Appointment or Regular Hours	High Risk Population	Rural / Urban	Fitting Station	Mini Grantee
Appling	Appling County Health Dept.	Brooke Morris	morgan.morris@dph.ga.gov	855-473-4374	283 Walnut St. Baxley, GA 31513	Appointment	Yes	Rural		X
Atkinson	Atkinson County Health Dept.	Kelly McDonner	kelly.mcdonner@dph.ga.gov	912-422-6103	461 Albany Avenue East Pearson, GA 31642	Appointment	Yes	Rural		X
Bacon	Alma Police Department	Beth Fowler	beth.fowler@cityofalmaga.gov	912-632-8751	102 South Thomas Street Alma, GA 31510	Appointment	Yes	Rural	X	X
Baldwin	Baldwin County Fire Rescue	Sheri Kneip	skneip@baldwincofirerescue.com	478-251-2676	312 Allen Memorial Dr. Milledgeville, GA 30161	Appointment	Yes	Rural		X
Banks	Alto Police Department	Josh Ivey	jivey@altopolice.com	706-778-8028	3895 Gainesville Highway Alto, GA 30510	Appointment	Yes	Rural	X	X
Barrow	Winder Police Department	Alicia Thomas	alicia.thomas@cityofwinder.com	770-867-2156	25 E. Midland Avenue, Winder, GA 30680	Regular operating hours, M-F, 8A-5P	Yes	Urban	X	X
Bartow	Safe Kids Bartow	Josh Everett	safekidsbartow@maas911.com	470-217-7364	72 Center Rd Cartersville, GA 30121	Appointment	Yes	Urban		X
Ben Hill	Ben Hill County Health Dept.	Christine Naylor	chris.naylor@dph.ga.gov	229-426-5288	251 Appomattox Rd Fitzgerald, GA 31750	Appointment	Yes	Rural		X
Bibb	Safe Kids Central Georgia	Ranicka Walker	ranicka.walker@dph.ga.gov	478-749-0144	1600 Forsyth St. Macon, Ga 31201	Appointment	Yes	Urban	X	X
Bleckley	Heart of Georgia Healthy Start	Choka Wilcox	choka.cockrell@dph.ga.gov	478-274-7616	1121 Plaza Ave Eastman, GA 31023	Appointment	Yes	Rural		X
Brooks	Brooks County Health Dept.	Kari Studstill	kari.studstill@dph.ga.gov	229-686-5411	500 East Courtland Ave Quitman, Ga 31643	Appointment	Yes	Rural		X
Bryan	Bryan County Health Dept.	Laurie R. Mehlhorn	laurie.mehlhorn@dph.ga.gov	912-756-2611	66 Captain Matthew Freeman Dr., Ste 159 Richmond Hill, GA 30324	Appointment	Yes	Rural		X
Bulloch	Safe Kids Savannah/ Memorial University Medical Center	Jenna Morris	Jenna.morris@hcahealthcare.com	912-665-8385	4700 Waters Ave Savannah, GA 31404	Appointment	Yes	Urban	X	X
Burke	UGA Extension – Burke County	Terri Black	tcameron@uga.edu	706-554-2119	715 West Sixth Street Waynesboro, GA 30830	Appointment	Yes	Rural	X	X
Butts	Butts County Health Dept.	Krystle Whitten	krystle.whitten@dph.ga.gov	770-504-2230	463 Ernest Biles Dr. Ste A Jackson, GA 30233	Appointment	Yes	Rural		X
Calhoun	Calhoun County Health Dept.	Camille Roland	camille.roland@dph.ga.gov	229-849-2515	29040 North Bermuda St. Morgan, GA 39866	Appointment	Yes	Rural		X
Camden	Camden County Environmental Health Department	Carol Irvin	carol.irvin@dph.ga.gov	404-481-0741	107 N Gross Rd, Ste. 4 Kingsland, GA 31548	Appointment	Yes	Rural	X	X
Candler	Safe Kids Savannah/ Memorial University Medical Center	Jenna Morris	Jenna.morris@hcahealthcare.com	912-665-8385	4700 Waters Ave Savannah, 31404	Appointment	Yes	Rural	X	
Carroll	Carroll County Health Dept.	Nicole Whitaker	suzanne.whitaker@dph.ga.gov	770-836-6667 Ext 100	1004 Newnan Rd. Carrollton, GA 30116	Appointments	Yes	Urban		X
Catoosa	Ringgold Police Department	Chief Jennifer Jones	jijones@ringgoldpolice.com	706-935-3061	150 Tennessee St Ringgold, GA 30736	Appointment	No	Urban	X	
Chatham	Chatham County Health Dept.	Sierra Peebles	sierra.peebles@dph.ga.gov	912-356-2441	1395 Eisenhower Dr. Savannah, GA 31416	Appointment	Yes	Urban	X	X

County	Agency/Organization	Main Contact	Main Contact Email Address	Phone	Address	Appointment or Regular Hours	High Risk Population	Rural / Urban	Fitting Station	Mini Grantee
Chatham	Chatham County Police Department	Susan Fandrich	scfandrich@chathamcounty.org	912-652-6947	295 Police Memorial Drive Savannah, GA 31405	Appointment	Yes	Urban	X	
Chatham	Safe Kids Savannah/ Memorial University Medical Center	Jenna Morris	Jenna.morris@hcahealthcare.com	912-665-8385	4700 Waters Ave Savannah, GA 31405	Appointment	Yes	Urban		X
Cherokee	Safe Kids Cherokee County	Lisa Grisham	Lmgrishman@cherokeeega.com	678-493-4343	1130 Bluff's Parkway Canton, GA 30115	Appointment	Yes	Urban	X	X
Cherokee	Woodstock Fire Department	Lisa Grisham	Lmgrishman@cherokeeega.com	678-493-4343	225 Arnold Mill Rd Woodstock, Ga 30188	Mondays	Yes	Urban	X	
Cherokee	Cherokee County Health Department (Spanish)	Natalia Plasencia	Natalia.plasencia@dph.ga.gov	770-928-0133	7545 North Main Street Woodstock, GA 30188	Appointment	Yes	Urban		X
Clarke	Children's Medical Services	Heather Johnson	heather.johnson4@dph.ga.gov	706-389-6923	740 Prince Ave. Bldg 15 Athens, GA 30606	Appointment	Yes	Urban	X	X
Clarke	Clarke County Sheriff	Glenn Cliver	glenn.cliver@accgov.com	706-613-3250	325 East Washington St. Athens, GA 30601	Appointment	Yes	Urban	X	
Clay	Clay County Health Department	Lindsey Hixon	lindsey.hixon@dph.ga.gov	833-337-1749	101 Hartford Rd W. Suite 2 Fort Gaines, GA 39851	Appointment	Yes	Rural	X	X
Cobb	Cobb and Douglas Public Health	Melissa Chan-Leiba	safekidscobb@gmail.com	770-852-3285 770-514-2369	1220 Al Bishop Drive, Marietta GA 30008	Appointment	Yes	Urban	X	X
Colquitt	Colquitt County Health Dept.	Jessica Saunders	jessica.saunders@dph.ga.gov	229-589-8464	214 West Central Ave. Moultrie, GA 31768	Appointment, Classes given monthly	Yes	Rural		X
Columbia	Columbia County Fire Rescue	Lt. Terry Wright	carseats@columbiacountyga.gov	706-855-7322	2264 William Few Parkway Evans, GA 30809	Appointment; Walk-in available	No	Urban	X	
Columbia	Family Connection of Columbia Co.	Fancy Peterson	fpeterson@connectcolumbia.org	706-650-5010	5815 Buchee Creek Dr. Grovetown, GA 30813	Appointment preferred; Walk-in available Mon-Thur, 9am-3pm	No	Urban		X
Cook	Cook County Health Dept.	Lynetta Ponce	lynetta.ponce@dph.ga.gov	229-896-7527	204 N Parrish Ave. Adel, GA 31620	Appointment	Yes	Rural		X
Coweta	Newnan Police Dept.	Sgt. Edward Lee	elee@newnanga.gov	770-254-2355 ext. 140	1 Joseph Hannah Blvd Newnan, GA 30263	Appointment	No	Urban	X	
Crawford	Safe Kids Central Georgia	Ranicka Walker	ranicka.walker@dph.ga.gov	478-749-0144	1600 Forsyth St. Macon, Ga 31201	Appointment	Yes	Urban	X	X
Dawson	Dawson County Health Dept. (Spanish)	Amy Jusak	amanda.jusak@dph.ga.gov	706-265-2611	Hwy 53 E Dawsonville, GA 30534	Appointment	No	Rural		X
Dawson	Dawson County Emergency Services	Anthony Buttram	abuttram@dawsoncountyga.gov	706-344-3500	393 Memory Ln Dawsonville, GA 30534	Appointment	No	Rural		X
Decatur	Bainbridge Police Department	Courtney Chavers	courtneyc@bainbridgecity.com	229-248-2038	510 E Louise Street Bainbridge, GA 39819	Regular operating hours	Yes	Rural	X	X
DeKalb	City of Decatur Fire Rescue Station 1	Ninetta Violante	Ninetta.Violante@decaturga.com	404-373-5092	230 East Trinity Place Decatur, GA 30030	Regular operating hours	Yes	Urban	X	

County	Agency/Organization	Main Contact	Main Contact Email Address	Phone	Address	Appointment or Regular Hours	High Risk Population	Rural / Urban	Fitting Station	Mini Grantee
DeKalb	City of Decatur Fire Rescue Station 2	Ninetta Violante	Ninetta.Violante@decaturga.com	404-378-7611	356 West Hill Street Decatur, GA 30030	Regular operating hours	Yes	Urban	X	
DeKalb	Brookhaven Police Department	Ofc Maria Jones	maria.jones@BrookhavenGA.gov	404-637-0600	2665 Buford Hwy. NE Brookhaven, Georgia 30324	Appointment	Yes	Urban	X	
DeKalb	Dunwoody Police Department	Katharine Tate	katharine.tate@dunwoodyga.gov	678-382-6918	4800 Ashford Dunwoody Road Dunwoody, GA 30338	Appointment	Yes	Urban	X	
DeKalb	Chamblee Police Department	Lieutenant Collar / Sgt. Yarbrough	rcollar@chambleega.gov and cyarbrough@chambleega.gov	770-986-5000	4445 Buford Hwy NE Chamblee, GA 30341	Appointment	Yes	Urban	X	
DeKalb	DeKalb County Fire Rescue	Ronald J. Ramsey Jr.	rramseyjr@dekalbcountyga.gov	404-372-8736	1950 West Exchange Place Tucker, GA 30084	Appointment	Yes	Urban	X	X
DeKalb	DeKalb County Board of Health	Tammie Oliver	tammie.oliver1@dph.ga.gov	404-801-5748	3807 Clairmont Rd. Chamblee, GA 30341	Appointment	Yes	Urban		X
Dodge	Heart of Georgia Healthy Start	Choka Wilcox	choka.cockrell@dph.ga.gov	478-274-7616	1121 Plaza Ave Eastman, GA 31023	Appointment	Yes	Rural		X
Dougherty	Dougherty County Health Dept.	Vamella Lovett	vamella.lovett@dph.ga.gov	229-638-6424	1710 South Slappy Blvd Albany, GA 31706	Must make an appointment for class	Yes	Urban		X
Douglas	Safe Kids Douglas County / Douglas Dept. of Health	Lanisha Harris	Lanish.Harris@dph.ga.gov	770-949-5155	6770 Selman Drive Douglasville, GA 30134	Appointment	Yes	Urban	X	X
Echols	Echols County Health Department	Sara Hamlett	sara.hamlett@dph.ga.gov	229-559-5103	149 GA-94, Statenville, GA 31648	Appointment Wed and Thurs	Yes	Rural		X
Emanuel	East Central Public Health District 6/ Child Health	Lisa Walker	Lisa.Walker@dph.ga.gov	706-667-4277	1916 N Leg Rd Augusta, GA 30909	Appointment	Yes	Rural	X	X
Fayette	Fayette County Health Dept./Safe Kids	Debbie Straight	deborah.straight@dph.ga.gov	770-305-5148	110 Paschall Road, Peachtree City, Georgia 30269	Appointment	Yes	Urban	X	X
Forsyth	Forsyth County Fire Department	Erin Long	enlong@forsythco.com	770-205-4688	3520 Settingdown Road Cumming, GA 30028	Every Tuesday and Thursday by appointment	Yes	Urban	X	
Franklin	Lavonia Health and Safety Educational Services	Pat Rape	pat.rape.email@gmail.com	706-356-1814	87 Alpine Way Lavonia, GA 30553	Appointment	Yes	Rural		X
Fulton	Safe Kids North Fulton/Roswell Fire	Chad Miller	cmiller@roswellgov.com	770-594-6133	8025 Holcomb Bridge Road Alpharetta, GA 30022	Appointment	Yes	Urban	X	X
Fulton	Fairburn Fire Department	Lt. Jason Ojeda	jojeda@fairburn.com	770-964-2244 Ext 500	19 East Broad Street, Fairburn, GA 30213	Appointment	Yes	Urban	X	X
Fulton	Fairburn Fire Department	Lt. Jason Ojeda	jojeda@fairburn.com	770-964-2244 Ext 500	149 West Broad St, Fairburn, GA 30213	Appointment	Yes	Urban	X	X
Fulton	Atlanta Fire Rescue Station 2	William Hutchinson	whutchinson@atlantaga.gov	404-546-7000	1568 Jonesboro Road SE, Atlanta, GA 30315	Appointment	Yes	Urban	X	

County	Agency/Organization	Main Contact	Main Contact Email Address	Phone	Address	Appointment or Regular Hours	High Risk Population	Rural / Urban	Fitting Station	Mini Grantee
Fulton	Atlanta Fire Rescue Station 5	William Hutchinson	whutchinson@atlantaga.gov	404-546-7000	2825 Campbelltown Road SW, Atlanta, GA 30311	Appointment	Yes	Urban	X	
Fulton	Atlanta Fire Rescue Station 9	William Hutchinson	whutchinson@atlantaga.gov	404-546-7000	3501 MLK Jr. Dr. NW, Atlanta, GA 30331	Appointment	Yes	Urban	X	
Fulton	Atlanta Fire Rescue Station 10	William Hutchinson	whutchinson@atlantaga.gov	404-546-7000	447 Boulevard SE, Atlanta, GA 30312	Appointment	Yes	Urban	X	
Fulton	Atlanta Fire Rescue Station 13	William Hutchinson	whutchinson@atlantaga.gov	404-546-7000	431 Flat Shoals Ave SE, Atlanta, GA 30316	Appointment	Yes	Urban	X	
Fulton	Atlanta Fire Rescue Station 15	William Hutchinson	whutchinson@atlantaga.gov	404-546-7000	170 10th St NE, Atlanta, GA 30309	Appointment	Yes	Urban	X	
Fulton	Atlanta Fire Rescue Station 16	William Hutchinson	whutchinson@atlantaga.gov	404-546-7000	1048 Joseph E Boone Blvd NE Atlanta, GA 30317	Appointment	Yes	Urban	X	
Fulton	Atlanta Fire Rescue Station 18	William Hutchinson	whutchinson@atlantaga.gov	404-546-7000	2007 Oakview Rd SE, Atlanta, GA 30317	Appointment	Yes	Urban	X	
Fulton	Atlanta Fire Rescue Station 23	William Hutchinson	whutchinson@atlantaga.gov	404-546-7000	1545 Howell Mill Rd Atlanta, GA 30318	Appointment	Yes	Urban	X	
Fulton	Atlanta Fire Rescue Station 25	William Hutchinson	whutchinson@atlantaga.gov	404-546-7000	2349 Benjamin E Mays Dr. SW, Atlanta, GA 30311	Appointment	Yes	Urban	X	
Fulton	Atlanta Fire Rescue Station 26	William Hutchinson	whutchinson@atlantaga.gov	404-546-7000	2970 Howell Mill Road NW, Atlanta, GA 30327	Appointment	Yes	Urban	X	
Fulton	Atlanta Fire Rescue Station 29	William Hutchinson	whutchinson@atlantaga.gov	404-546-7000	2167 Monroe Dr. NE, Atlanta, GA 30324	Appointment	Yes	Urban	X	
Fulton	Atlanta Fire Rescue Station 30	William Hutchinson	whutchinson@atlantaga.gov	404-546-7000	10 Cleveland Ave SW, Atlanta, GA 30315	Appointment	Yes	Urban	X	
Fulton	Atlanta Fire Rescue Station 38	William Hutchinson	whutchinson@atlantaga.gov	404-546-7000	2911 Donald L Hollowell Parkway Atlanta Ga. 30311	Appointment	Yes	Urban	X	
Fulton	Atlanta Fire Rescue Public Safety Annex	William Hutchinson	whutchinson@atlantaga.gov	404-546-7000	3493 Donald Lee Hollowell Pkwy NW Atlanta, GA 30318	Appointment	Yes	Urban	X	
Fulton	Alpharetta Fire Prevention	Austin Turnbull	aturnbull@alpharetta.ga.us	678-297-6272	2565 Old Milton Pkwy Alpharetta, GA 30009	Appointment	No	Urban	X	
Fulton	Johns Creek Fire Department	Loren Johnson	Loren.Johnson@johnscreekga.gov	678-512-3362	11360 Lakefield Dr, Johns Creek GA, 30097	Appointment	No	Urban	X	
Fulton	Sandy Springs Fire and Rescue	William Pilner	wpilner@sandyspringsga.gov	770-206-2047 770-296-8200	135 Johnson Ferry Road Sandy Springs, GA 30350	Appointment	No	Urban	X	
Fulton	Governor's Office of Highway Safety	Kelly Sizemore	ksizemore@gohs.ga.gov	470-366-3020	7 Martin Luther King Junior Drive, Ste. 643, Atlanta, GA 30334	Appointment	Yes	Urban	X	
Fulton	College Park Fire Department	Damon Jones	djones@collegeparkga.com	470-409-2560	3737 College Street, College Park, GA 30337	Appointment	Yes	Urban	X	
Gilmer	Gilmer County Health Dept.	Miranda Tuck	miranda.tuck@dph.ga.gov	706-635-4363	28 Southside Church St Elijah, GA 30540	Appointment	Yes	Rural		X

County	Agency/Organization	Main Contact	Main Contact Email Address	Phone	Address	Appointment or Regular Hours	High Risk Population	Rural / Urban	Fitting Station	Mini Grantee
Glascok	Family Connection and Communities In Schools of Glascok Co., Inc.	Jennifer Kelley	jkelly@glascok.k12.ga.us	706-598-0722	370 West Main St. Gibson, GA 30810	Appointment	Yes	Rural		X
Glynn	Glynn County Health Department	Brittani Garner	brittani.garner@dph.ga.gov	912-264-3961, Ext 3384	2747 4th St. Brunswick, GA 31520	Appointments	No	Urban		X
Grady	Grady County Fire Dept.	Cole Prince	cprince@cairocity.net	229-377-3293	555 2nd Ave SE Cairo, GA 39828	Appointment between 9am- 4pm	Yes	Rural	X	
Grady	Grady County Health Dept.	Rubi Caballero	rubi.caballero@dph.ga.gov	229-377-2992	1030 Fourth St. SE Cairo, GA 39828	Appointment	Yes	Rural		X
Greene	First Call Pregnancy Center	Dawn Clifton	fcpcgreensboro@gmail.com	706-453-1908	1531 West Broad St. Greensboro, GA 30642	Appointment; 2nd Saturday of each month	Yes	Rural		X
Gwinnett	Gwinnett Fire and Emergency Services	Marcella Nunez	Fireprograms@gwinnettcounty.com	678-518-4907	408 Hurricane Shoals Rd NE Lawrenceville, GA 30046	Appointment	Yes	Urban	X	X
Gwinnett	Gwinnett Police Department	Sgt. W. Eric Rooks	William.rooks@gwinnettcounty.com	770-513-5119	Do not have a specific address; We go to the location most convenient for the caregiver	Appointment	Yes	Urban	X	
Gwinnett	Snellville Police Department	Ofc. Scott Hermel	shermel@snellville.org	770-985-3555	2315 Wisteria Drive Snellville, GA 30078	Appointment	Yes	Urban	X	
Habersham	Cornelia Police Dept.	Kevin Marsteller	kmarstellar@corneliageorgia.org	706-778-4314	181 Larkin St. Cornelia, GA 30531	Appointment; Walk-in available	Yes	Rural	X	X
Habersham	Alto Police Department	Josh Ivey	jivey@altopolice.com	706-778-8028	3895 Gainesville Highway Alto, GA 30510	Appointment	Yes	Rural	X	
Hall	Gainesville Police Dept.	MPO Larry Sanford	lsanford@gainesville.org	770-535-3789	701 Queen City Parkway NW, Gainesville, GA 30501	Appointment	Yes	Urban	X	
Hall	Safe Kids Northeast Georgia	Elaina Lee	elaina.lee@nghs.com	770-219-8095	743 Spring Street Gainesville, GA 30501	Appointment	Yes	Urban		X
Hancock	Hancock County Health Dept.	Petula Holsey	petula.holsey@dph.ga.gov	706-444-6616	516 Boland St. Sparta, GA 31087	Appointment	Yes	Rural		X
Houston	Houston County Health Department	Stephanie Robinson	stephanie.robinson1@dph.ga.gov	478-218-2000 ext. 133	98 Cohen Walker Dr. Warner Robins, GA 31088	Regular operating hours	Yes	Urban	X	X
Houston	Centerville Fire Department/ Safe Kids Houston County	Jason Jones	jjones@cfcd.coxmail.com	478-953-4050	101 Miller Court Centerville, GA 31028	Monday thru Friday 9 AM - 4:30 PM and by appointment	Yes	Rural	X	
Irwin	Irwin County Health Dept.	Wendy Gray	wendy.gray@dph.ga.gov	229-238-9540	407 W 4th St Ocilla, GA 31774	Appointment for classes	Yes	Rural		X
Jasper	Jasper County Health Dept.	Jacquelyn Vignati	jacquelyn.vignati@dph.ga.gov	706-468-6850	825 Eatonton St Monticello, GA 31064	Appointment	Yes	Rural		X
Jefferson	East Central Public Health Dept. District 6/Child Health	Lisa Walker	Lisa.Walker@dph.ga.gov	706-667-4277	1916 N Leg Rd Augusta, GA 30909	Appointment	Yes	Rural	X	X

County	Agency/Organization	Main Contact	Main Contact Email Address	Phone	Address	Appointment or Regular Hours	High Risk Population	Rural / Urban	Fitting Station	Mini Grantee
Jenkins	UGA Extension Burke Co.	Terri Black	tcameron@uga.edu	706-554-2119	434 E Barney Ave, Millen, GA 30442	Appointment	Yes	Rural		X
Johnson	Heart of Georgia Healthy Start	Amber Blash	amber.blash@dph.ga.gov	478-274-7616	904A Hillcrest Pkwy Dublin, GA 31021	Appointment	Yes	Rural		X
Jones	Jones County Health Dept.	Chassidy Harper	chassidy.harper@dph.ga.gov	478-986-3164	273 Railroad St. Gray, GA 31032	Appointment	Yes	Rural		X
Lamar	Lamar County Health Department	Sherry Farr	sherry.farr@dph.ga.gov	770-358-1483	100 Academy Drive, Barnesville, GA 30204	Appointment	Yes	Rural	X	X
Lanier	Lanier County Health Department	Sara Hamlett	sara.hamlett@dph.ga.gov	229-482-3294	53 W Murrell Ave Lakeland, GA 31635	Appointment Mon, Tues and Fri	Yes	Rural	X	X
Lauren	Heart of Georgia Healthy Start	Amber Blash	amber.blash@dph.ga.gov	478-274-7616	904A Hillcrest Pkwy Dublin, GA 31021	Appointment	Yes	Rural		X
Lee	Lee County Health Department	Taneka Bell	Taneka.Bell@dph.ga.gov	229-759-3014	112 Park Street Leesburg, GA 31763	Appointment	Yes	Rural	X	X
Liberty	Hinesville Fire Department	Amanda McBride	amcbride@cityofhinesville.org	912-876-4143	103 Liberty Street Hinesville, GA 31313	Regular operating hours	Yes	Rural	X	
Liberty	Liberty County Health Department	Yvette Steele	Yvette.Steele@dph.ga.gov	912-368-5520	1113 E Oglethorpe Hwy Hinesville, GA 31313	Appointment	Yes	Urban		X
Lincoln	East Central Public Health Dept. District 6/Child Health	Lisa Walker	Lisa.Walker@dph.ga.gov	706-667-4277	176 North Peachtree Street Lincolnton, Georgia 30817	Appointment	Yes	Rural	X	X
Long	Long County Health Dept.	Lisa Palmer	lisa.palmer@dph.ga.gov	912-545-2107	584 N Macon St. Ludowici, GA 31316	Appointment	Yes	Rural		X
Lowndes	Lowndes County Health Department	Valeka Carter	valeka.carter@dph.ga.gov	229-333-5257	206 South Patterson Street Valdosta, GA 31601	Regular operating hours, Monday to Thursday 8 AM to 4 PM & Friday 8 AM to 1 PM	Yes	Urban	X	X
Macon	Macon County Health Dept.	Spring Rosati	Spring.Rosati@mwarep.org	478-636-4225	130 North Sumter St Oglethorpe, GA 31068	Appointment	Yes	Rural		X
Madison	North East Health District	Sara Boyd	sara.boyd@dph.ga.gov	706-795-2131	1424 Highway 98 W Danielsville, GA 30633	Appointment	Yes	Rural		X
McDuffie	McDuffie County Partners for Success	Crystal Sherrer	crystal.partnersforsuccess@gmail.com	706-595-3112	511 Main St. Thompson, GA 30824	Appointment	Yes	Rural		X
McIntosh	McIntosh County Health Department	Brooke Deverger	Brooke.Deverger@dph.ga.gov	912-832-5473	1335 GA Highway 57 Townsend, GA 31331	Appointment	Yes	Rural	X	X
Meriwether	Meriwether County Health Dept.	Airecus Martin	airecusmartin2@dph.ga.gov	706-672-4974 Ext 6	51 Gay Connector Rd Greenville, GA 30222	Appointment	Yes	Rural	X	X
Miller	Miller County Health Dept.	Renae Hester	renae.hester@dph.ga.gov	229-758-3344	250 W Pine St Colquitt, GA 39837	Appointment	Yes	Rural	X	X
Mitchell	Southwest Georgia Public Health District	August Bundy	august.bundy@dph.ga.gov	229-355.3081, Ext 7511	88 W Oakland Ave. Camilla, GA 31730	Appointment	Yes	Rural	X	X
Monroe	Safe Kids Central Georgia	Kristine Garner	kristine.garner1@dph.ga.gov	478-749-0144	1600 Forsyth St. Macon, Ga 31201	Appointment	Yes	Urban	X	X

County	Agency/Organization	Main Contact	Main Contact Email Address	Phone	Address	Appointment or Regular Hours	High Risk Population	Rural / Urban	Fitting Station	Mini Grantee
Montgomery	Toombs-Montgomery EMS	Robert Tillman	safekidstoombs@gmail.com	912-403-9882	1415 Aimwell Rd Vidalia, GA 30474	Appointment	Yes	Rural	X	X
Murray	Murray County Health Department	Karen Penland	karen.penland@dph.ga.gov	706-695-4585	709 Old Dalton Ellijay Rd Chatsworth, GA 30705	Appointment	Yes	Urban		X
Muscogee	Safe Kids Columbus	Pam Fair	safekidscolumbusga@pedmont.org	706-321-6720	615 19 th Street Columbus, GA 31901	Appointment	Yes	Urban	X	
Newton	Piedmont Newton Hospital	Missy Braden	missy.braden@pedmont.org	770-385-4396	5126 Hospital Drive NE Covington, GA 30014	Appointment	Yes	Rural	X	X
Oconee	Oconee County Sheriff's Office	Sonyia Wallace-Burchett	swallace@oconeesherriff.org	706-769-5665	1140 Experiment Station Road Watkinsville, GA 30677	Appointment or Regular operating hours (Monday to Friday 7AM to 7PM)	No	Rural	X	X
Peach	Peach County Fire Department	Christopher Nix	christopher-nix@peachcounty.net	478-973-2891	1770 US Highway 341 Fort Valley, GA 31030	Appointment	Yes	Rural		X
Pickens	Pickens County Health Department	Ashley Rice	ashley.rice@dph.ga.gov	706-253-2821	60 Health Way Jasper, GA 30143	Appointment	Yes	Rural	X	X
Pike	Pike County Health Department	Kathy Buchanan	kathy.buchanan@dph.ga.gov	770-567-8972	541 Griffin St. Zebulon, GA 30295	Appointment	Yes	Rural		X
Polk	Polk County Sheriff's Office/ Safe Kids Polk	Major Rachel Haddix	Rhaddix@polkga.org	770-749-2901	1676 Rockmart Highway Cedartown, GA 30125	Appointment	Yes	Rural	X	
Pulaski	Heart of Georgia Healthy Start	Choka Wilcox	choka.cockrell@dph.ga.gov	478-274-7616	1121 Plaza Ave Eastman, GA 31023	Appointment	Yes	Rural	X	X
Putnam	Putnam County Health Department	Christa McMillian	christa.mcmillian@dph.ga.gov	706-485-8591	117 Putnam Drive, Suite C Eatonton, GA 31024	Appointment	Yes	Rural	X	X
Quitman	West Central Health District	Martika Peterson	martika.peterson@dph.ga.gov	833-337-1749 706-326-4537	105 Main Street Georgetown, GA 39854	Appointments or Regular Operating Hours	Yes	Rural	X	
Randolph	Randolph County Health Department	Lindsey Hixon	lindsey.hixon@dph.ga.gov	833-337-1749	207 North Webster Street Cuthbert, GA 39840	Appointment	Yes	Rural	X	
Richmond	SafeKids Greater Augusta/ Children's Hospital of Georgia	Dawn N Faircloth	dfaircloth@augusta.edu	706-446-3429	1225 Walton Way Augusta, GA 30901	Appointment	Yes	Urban	X	X
Rockdale	Prevent Child Abuse Rockdale	Meredith Hutcheson	firststeps@pcarockdale.org	404-416-5547	625 Promise Path Conyers, GA 30012	Appointment (M-Th 9am-3pm)	Yes	Urban	X	X
Schley	Sumter County Sheriff's Office	Wendy Winter, John Harty	wwinters@sumtercountyga.us	229-924-4094	352 Mcmath Mill Rd Americus, GA 31719	Appointment	Yes	Urban	X	X
Screven	Safe Kids Savannah/ Memorial University Medical Center	Jenna Morris	Jenna.morris@hcahealthcare.com	912-665-8385	4700 Waters Ave Savannah, GA 31405	Appointment	Yes	Rural	X	
Seminole	Donalsonville Fire Department	Kolby Bush	kbush@donalsonvillega.org	229-524-2117	300 North Tennille Ave Donalsonville, GA 39845	Appointment	Yes	Urban	X	X

County	Agency/Organization	Main Contact	Main Contact Email Address	Phone	Address	Appointment or Regular Hours	High Risk Population	Rural / Urban	Fitting Station	Mini Grantee
Spalding	Spalding County Fire Department	Rocky White	cwhite@spaldingcounty.com	770-228-2129	1005 Memorial Drive Griffin, GA 30223	Appointment	Yes	Urban	X	
Stephens	Toccoa Police Dept.	Sgt. Erik Carter	ecarter@cityoftoccoa.com	706-282-3244	92 N Alexander St. Toccoa, GA 30577	Appointment	Yes	Rural		X
Sumter	Sumter County Sheriff's Office	Wendy Winters	wwinters@sumtercountyga.us	229-924-4094	352 McMath Mill Rd Americus, GA 31719	Appointment	Yes	Rural	X	X
Sumter	Americus Police Dept.	Sgt. John Norton	jnorton@americusga.gov	229-924-3677	119 South Lee Street Americus, GA 31709	Appointment	Yes	Rural	X	
Talbot	Talbot County EMS	Tony Riggins	1132triggins@gmail.com	678-967-1132	188 Jackson Ave Talbotton, GA 31287	Appointment	Yes	Rural		X
Taliaferro	Taliaferro Family Connection	Jackie Butts	taliaferrofc@nu-z.net	706-456-1250	116 Commerce St NW Crawfordville, GA 30631	Appointment	Yes	Rural		X
Tattnall	UGA Extension – Tattnall County	Rachel Stewart	restewar@uga.edu	912-557-6724 Ext 1	114 North Main Street, Building F Reidsville, GA 30453 Tattnall Governmental Complex	Appointment	Yes	Rural	X	X
Taylor	Taylor County Health Department	Haley Dobbs	haley.dobbs@dph.ga.gov	833-337-1749	178-1 Charing Rd Butler, GA 31006	Appointment	Yes	Rural		X
Telfair	UGA Extension of Telfair Co.	Laura T. Smith	lauras@uga.edu	229-868-6489	91 Telfair Ave, Suite E McRae, GA 31055	Appointment	Yes	Rural		X
Toombs	Vidalia Fire Department	Robert L Tillman Jr.	safekidstoombs@gmail.com	912-403-9882	1415 Aimwell Rd Vidalia, GA 30474	Appointment	Yes	Rural	X	X
Treutlen	Heart of Georgia Healthy Start	Amber Blash	amber.blash@dph.ga.gov	478-274-7616	904A Hillcrest Pkwy Dublin, GA 31021	Appointment	Yes	Rural		X
Troup	Troup County Health Department	Althina Glanton	althina.glanton@dph.ga.gov	706-298-3755	900 Dallis St. LaGrange, GA 30240	Appointment	Yes	Rural		X
Turner	Turner County Health Department	Danielle Cannon	danielle.cannon@dph.ga.gov	229-238-9595	745 Hudson Avenue Ashburn, GA 31714	Appointment	Yes	Rural	X	X
Twiggs	Twiggs County Health Department	Kristine Garner	kristine.garner1@dph.ga.gov	478-945-3351	26 Main Street Jeffersonville, GA 31044	Appointment	Yes	Rural	X	
Union	Union County Health Department	Glenda McGill	Glenda.McGill@dph.ga.gov	706-745-6292	67 Chase Drive Blairsville, GA 30512	Appointment	Yes	Rural	X	X
Upson	Upson County Health Department	Nikee Rooks	Nikee.rooks@dph.ga.gov	706-647-7148	314 E Lee St Thomaston, GA 30286	Appointment	Yes	Rural		X
Walton	Walton County Safe Kids	Rachel Sulkowski	rsulkowski@co.walton.ga.us	770-266-1527	1425 South Madison Avenue Monroe, GA 30655	Appointment	Yes	Rural	X	
Ware	Ware County Health Dept.	Kelly McDonner	kelly.mcdonner@dph.ga.gov	912-283-1996	604 Riverside Ave. Waycross, GA 31501	Appointment	Yes	Rural		X
Warren	Warren County Health Dept.	Lisa Walker	Lisa.Walker@dph.ga.gov	706-667-4277	565 Legion Drive Warrenton, Georgia 30828	Appointment	Yes	Rural	X	X
Washington	Sandersville Police Department	Renee Jordan	rjordan@sandersvillega.org	478-552-3121	130 Malone Street Sandersville, GA 31082	Appointment	Yes	Rural	X	X
Washington	Safe Kids Central Georgia	Ranicka Walker	ranicka.walker@dph.ga.gov	478-749-0144	1600 Forsyth St. Macon, Ga 31201	Appointment	Yes	Rural	X	X
Wayne	City of Jesup Fire Dept.	Josh Huffman	jhuffman@fire.jesupga.gov	912-427-1322	411 W. Bay St. Jesup, GA 31545	Mon-Sat; 8am-5pm	Yes	Rural	X	

County	Agency/Organization	Main Contact	Main Contact Email Address	Phone	Address	Appointment or Regular Hours	High Risk Population	Rural / Urban	Fitting Station	Mini Grantee
Wayne	Safe Kids Wayne County	Carol Irvin	cirvin@waynecountyga.us	912-427-5986	155 North Wayne Street Jesup, GA 31546	Appointment	Yes	Rural	X	
Webster	Webster County EMS	Scott Campbell	webstercountyems1@gmail.com	229-591-6360	40 Cemetery Rd Preston, GA 31824	Appointment	Yes	Rural		X
Wheeler	Heart of Georgia Healthy Start	Amber Blash	amber.blash@dph.ga.gov	478-274-7616	904A Hillcrest Pkwy Dublin, GA 31021	Appointment	Yes	Rural		X
White	White County Health Dept.	Randall Townley	jackiet77@windstream.net	706-835-9137	1331 Helen Hwy Cleveland, GA 30528	Appointment	Yes	Rural		X
Whitfield	Dalton Police Department	David Saylor	dsaylors@daltonga.gov	706-278-9085	301 Jones Street Dalton, GA 30720	Appointment	Yes	Urban	X	
Wilkes	Wilkes County Emergency Medical Services	Casey Land	clsprinkles93@gmail.com	706-224-9603	105 Marshall St Washington, GA 30673	Appointment	Yes	Rural		X
Wilkinson	Wilkinson County Health Dept.	Faith Harper	faith.harper@dph.ga.gov	478-946-2226	123 High Hill St. Irwinton, GA 31042	Appointment	Yes	Rural		X
Worth	Worth County Health Department	Morgan Patterson	morgan.patterson@dph.ga.gov	229-777-2150	1012 West Franklin Street Sylvester, GA 31791	Appointment	Yes	Rural	X	X

Atlanta Fire and Rescue (AFRD) offers community events in the Metro Atlanta area to serve at-risk families. AFRD partners with other local governments, non-profit, and private businesses to educate families in Atlanta, GA, and the immediate surrounding areas. AFRD will partner with Amerigroup (a statewide Medicaid provider), Sheltering Arms (local head starts), and other organizations to ensure that all children are traveling safely. This is one of the ways that GOHS and its grantees address transportation equity through educational grant programming.

Community Events for Atlanta Fire Rescue				
Date	Location	Host Agency	Population	At Risk
23-Oct	Fulton	Sheltering Arms	Urban/ Metro	Low Income/ Minority
23-Oct	Douglasville	Sheltering Arms	Urban/ Metro	Low Income/ Minority
23-Oct	East Lake	Sheltering Arms	Urban/ Metro	Low Income/ Minority
23-Nov	Fulton	AmeriGroup	Urban/ Metro	Low Income/ Minority
23-Dec	Fulton	AmeriGroup	Urban/ Metro	Low Income/ Minority
24-Jan	Fulton	AmeriGroup	Urban/ Metro	Low Income/ Minority
24-Feb	Fulton	AmeriGroup	Urban/ Metro	Low Income/ Minority
24-Mar	Fulton	AmeriGroup	Urban/ Metro	Low Income/ Minority
24-Apr	Fulton	Sheltering Arms	Urban/ Metro	Low Income/ Minority
24-May	DeKalb	AmeriGroup	Urban/ Metro	Low Income/ Minority
24-Jun	Fulton	AmeriGroup	Urban/ Metro	Low Income/ Minority
24-Jul	DeKalb	Sheltering Arms	Urban/ Metro	Low Income/ Minority
24-Aug	Fulton	AmeriGroup	Urban/ Metro	Low Income/ Minority
24-Sep	DeKalb	Sheltering Arms	Urban/ Metro	Low Income/ Minority

In compliance with the National Certification program, all CPST courses (listed in the next section) will end with a seat check event on the final day and are included in the total number of events.

Total number of planned inspection stations and/or events in the State

214

Total number of planned inspection stations and/or events in the State serving each of the following population categories: Urban, Rural, At-Risk

Populations Served – Urban

107

Populations Served – Rural

83

Populations Served – At-Risk

146

Inspection stations should be located statewide and available to most of the state population. In the city of Atlanta, the fire department consistently operates 15 inspection stations located in lower socioeconomic areas throughout the city and these stations are open to the public by appointment. The GA Department of Public Health’s regional coordinators are networking across their regions to increase the number of inspection stations in both rural and urban areas. The regional coordinators are actively working with the state CPS coordinator to register fitting stations across Georgia.

When comparing county demographics to the state's population, those counties with a higher percentage of a specific demographic were deemed a county with a high-risk population, especially when that demographic is historically overrepresented in crash data for fatalities and serious injuries. Data taken from www.census.gov is updated annually in order to determine the risks of the counties being served. Another factor that is considered is the poverty level. Lower socioeconomic factors can be a contributing factor in unrestraint use, and it also indicates that a higher percentage of the population may not be able to afford the correct child restraint. Those counties with a population below 50,000 are defined as rural counties. The breakdown of those demographics is listed in the table below. Highlighting these demographics demonstrates that GOHS makes every attempt to locate and promote inspections stations in areas where the need is the greatest.

Demographic breakdown of counties participating in inspections stations and/or mini-grant program.

County	Population	% Asian Alone	% Hispanic or Latino	% Black /African American	% American Indian	% White Alone, Not Hispanic	Population Living in Poverty	Population Per Sq. Mile
Georgia	10,912,876	4.6%	10.2%	33.0%	0.5%	51.0%	14.0%	185.6
Appling	18,428	0.9	10.3	19.5	0.6	68.3	18.2	36.0
Atkinson	8,183	1.1	27.5	16.5	1.9	54.2	23.8	24.2
Bacon	11,079	0.8	8.6	16.2	0.4	80.7	21.1	42.9
Baldwin	43,635	1.7	2.7	42.2	0.3	52.2	24.4	169.3
Banks	18,562	1.1	7.2	2.9	0.6	93.8	11.6	79.3
Barrow	86,658	0.4	12.2	12.9	0.6	80.0	10.1	432.7
Bartow	112,816	1.2	9.8	11.4	0.6	75.9	11.6	237.3
Ben Hill	17,069	0.9	6.9	37.0	0.8	53.9	22.1	68.7
Bibb	156,197	2.3	3.9	56.6	0.3	36.2	24.5	630.9
Bleckley	12,257	1.2	3.5	26.7	0.2	67.7	19.0	58.3
Brooks	16,253	1.4	6.6	34.8	0.5	55.9	23.5	33.1
Bryan	48,225	2.4	8.4	15.8	0.5	71.0	8.1	102.2
Bulloch	83,059	1.3	4.5	29.6	0.5	63.0	21.3	120.0
Burke	24,310	0.6	3.5	46.9	0.5	50.3	20.0	28.2
Butts	26,649	0.7	3.8	28.2	0.4	65.9	14.0	138.5
Calhoun	5,469	1.1	5.2	61.5	0.5	31.7	34.0	19.9
Camden	57,013	1.7	7.7	18.9	0.7	69.1	11.8	86.9
Candler	11,000	1.2	12.2	25.4	0.4	60.7	22.0	45.2
Carroll	121,968	1.0	7.2	19.7	0.5	76.4	16.8	221.5
Catoosa	68,826	1.6	3.6	3.2	0.5	89.7	11.6	418.5
Chatham	301,107	3.0	6.8	41.4	0.4	47.3	15.5	681.8
Cherokee	281,278	2.1	11.1	7.7	0.5	87.4	6.7	508.3
Clarke	129,875	3.9	11.2	28.1	0.4	55.3	21.5	1079.2
Clay	2,882	0.6	1.7	60.4	0.4	37.8	24.1	16.3
Cobb	771,952	5.7	13.7	29.2	0.5	50.2	9.6	2254.8
Colquitt	45,762	1.0	20.5	24.0	1.2	54.1	22.4	83.9
Columbia	162,419	4.5	7.6	20.0	0.5	65.4	7.3	537.6
Cook	17,404	0.8	6.6	28.1	0.5	63.2	20.1	75.4
Coweta	152,882	2.3	7.7	19.0	0.4	69.4	8.1	331.4
Crawford	12,140	0.9	3.8	20.9	0.8	72.6	16.3	37.3
Dawson	30,138	1.1	6.3	1.5	0.5	89.6	9.0	127.1
Decatur	28,982	0.7	6.9	42.7	0.8	49.0	23.8	49.2
DeKalb	762,820	6.5	8.6	54.6	0.5	29.5	14.5	2854.9
Dodge	19,802	0.6	4.1	30.3	0.6	64.0	25.6	40.2
Dougherty	82,966	0.9	3.2	71.7	0.3	23.4	26.1	261.0
Douglas	147,316	1.7	11.1	51.9	0.5	34.2	12.8	720.7
Echols	3,686	0.8	30.4	7.7	3.7	58.8	21.6	8.8
Emanuel	22,929	0.8	4.9	34.5	0.5	58.9	24.1	33.5
Fayette	122,030	5.2	7.9	26.7	0.5	58.6	6.5	612.6
Forsyth	267,237	17.9	9.8	4.9	0.5	65.9	5.3	1118.7
Franklin	24,128	1.6	5.6	9.5	0.5	81.9	16.5	89.6
Fulton	1,074,643	7.8	7.3	44.7	0.3	39.0	13.7	2025.3
Gilmer	32,407	0.7	12.5	1.5	0.7	84.7	14.0	73.6
Glascoc	2,939	0.2	1.7	9.1	0.5	86.8	15.3	20.1

County	Population	% Asian Alone	% Hispanic or Latino	% Black /African American	% American Indian	% White Alone, Not Hispanic	Population Living in Poverty	Population Per Sq. Mile
Glynn	85,079	1.7	6.9	29.3	0.6	63.6	16.5	201.4
Grady	26,008	0.7	12.1	29.3	1.3	57.4	22.4	57.7
Greene	29,139	1.2	6.8	31.5	0.9	59.6	14.0	48.8
Gwinnett	975,353	13.2	22.2	30.8	0.9	33.2	10.8	2221.8
Habersham	24,060	2.3	15.5	3.9	1.1	90.6	13.7	155.5
Hall	30,459	2.1	29.1	8.1	0.8	87.0	12.7	457.5
Hancock	8,387	1.1	3.1	68.9	0.6	26.0	35.5	18.5
Houston	169,631	3.2	6.9	33.8	0.4	53.7	11.6	435.1
Irwin	9,126	0.8	4.5	27.3	0.3	67.0	21.4	27.3
Jasper	15,951	0.4	4.1	17.9	0.5	76.1	14.7	39.6
Jefferson	15,314	0.8	4.1	52.0	0.3	42.4	20.3	29.8
Jenkins	8,689	1.3	6.9	41.9	0.6	49.9	27.4	25.0
Johnson	9,242	0.5	3.0	34.4	0.4	60.9	26.7	30.3
Jones	28,472	0.7	2.2	25.3	0.4	70.4	12.5	72.0
Lamar	19,467	0.8	3.1	28.7	0.4	65.8	14.1	100.8
Lanier	10,171	1.1	7.4	22.4	1.1	66.5	19.8	50.3
Laurens	49,660	1.1	2.9	37.7	0.4	57.0	21.9	61.4
Lee	33,642	2.5	3.4	24.6	0.4	68.1	9.8	93.2
Liberty	68,030	2.2	12.6	45.4	0.7	37.2	18.1	126.3
Lincoln	7,841	0.5	2.2	27.8	0.5	67.6	16.5	36.6
Long	18,348	1.3	11.6	27.8	1.1	56.1	14.6	40.4
Lowndes	119,739	2.0	6.3	37.9	0.5	52.2	24.4	237.8
Macon	11,765	1.5	4.7	60.2	0.6	32.9	30.3	30.2
Madison	31,473	2.1	6.7	10.1	0.4	79.7	15.1	106.7
McDuffie	21,713	0.6	3.6	41.3	0.4	52.9	19.6	84.0
McIntosh	11,180	0.7	2.9	32.0	0.7	63.0	21.4	25.4
Meriwether	20,845	0.7	2.9	37.1	0.7	57.4	21.7	41.2
Miller	5,807	0.6	3.4	28.6	0.4	66.1	24.2	21.2
Mitchell	21,116	0.9	5.3	47.5	0.6	45.3	24.7	42.5
Monroe	29,427	1.0	2.6	21.7	0.4	73.3	11.7	70.6
Montgomery	8,655	0.7	7.0	26.3	0.1	65.5	20.8	35.7
Murray	40,472	0.6	16.0	1.4	1.0	81.1	15.7	116.0
Muscogee	202,616	2.9	8.2	48.2	0.6	38.9	20.4	955.8
Newton	117,621	1.2	6.5	49.8	0.5	41.4	12.5	410.8
Oconee	43,588	4.5	5.9	5.1	0.3	83.2	6.0	226.7
Peach	28,562	1.1	8.4	44.6	0.5	44.7	19.5	186.2
Pickens	34,826	0.7	3.4	1.4	0.4	93.0	10.3	143.1
Pike	19,990	0.5	2.0	8.7	0.3	87.1	9.7	87.4
Polk	43,709	0.8	14.1	13.0	0.9	70.8	17.7	138.1
Pulaski	9,984	1.3	3.8	32.0	0.5	61.3	20.9	39.5
Putnam	22,984	0.6	6.2	26.3	0.5	66.0	16.2	64.0
Quitman	2,249	0.4	2.1	47.0	0.7	48.7	25.4	14.8
Randolph	6,116	0.6	2.8	60.7	0.1	35.3	28.1	15.0
Richmond	206,640	1.8	5.3	58.5	0.4	32.7	21.4	637.0
Rockdale	94,984	1.9	10.7	61.0	0.6	25.8	13.6	720.8
Schley	4,496	1.1	6.2	19.8	0.2	71.4	16.1	27.2
Screven	13,977	0.6	2.6	40.8	0.5	54.8	20.3	21.8
Seminole	9,127	0.8	3.8	32.9	0.2	61.6	23.3	38.5
Spalding	68,919	1.0	5.5	36.2	0.6	55.8	21.3	343.5
Stephens	26,767	1.0	4.1	10.7	0.6	81.5	16.7	149.7
Sumter	28,877	1.3	6.1	53.2	0.5	38.9	27.9	61.3
Talbot	5,747	0.4	3.4	54.5	0.9	40.6	23.3	14.6
Taliaferro	1,600	2.1	5.1	53.5	0.2	38.1	23.0	8.0
Tattnall	24,064	0.7	12.7	29.3	0.8	56.9	28.0	47.5
Taylor	7,737	1.0	2.7	37.2	0.3	57.9	22.7	20.7
Telfair	12,354	0.8	15.8	36.8	0.5	48.3	30.2	28.5
Toombs	26,837	0.9	11.9	26.9	0.9	59.3	22.9	74.3
Treutlen	6,365	0.5	3.7	31.1	0.4	63.2	21.8	32.1
Troup	70,191	2.4	4.0	36.4	0.4	55.5	15.6	167.7
Turner	8,842	0.1	4.9	40.5	0.6	53.3	26.2	31.6
Twiggs	7,680	0.4	3.1	40.5	0.5	54.8	21.1	22.3
Union	26,388	0.5	3.9	1.1	0.5	93.2	12.0	76.5
Upson	28,086	0.6	2.6	28.5	0.4	66.7	18.8	85.6

County	Population	% Asian Alone	% Hispanic or Latino	% Black /African American	% American Indian	% White Alone, Not Hispanic	Population Living in Poverty	Population Per Sq. Mile
Walton	103,065	1.7	5.8	20.0	0.4	71.0	10.7	295.8
Ware	35,614	1.2	4.8	30.1	0.5	62.1	24.3	40.3
Warren	5,155	0.7	2.0	57.2	0.2	38.9	25.6	18.3
Washington	19,738	0.7	2.8	53.4	0.2	42.2	22.6	29.5
Wayne	30,896	0.8	6.7	20.2	0.7	70.8	24.7	47.0
Webster	2,323	0.6	5.2	42.5	0.5	50.7	20.4	11.2
Wheeler	7,314	0.4	5.7	38.1	0.2	55.4	33.2	25.3
White	28,806	0.6	3.6	2.1	0.6	91.7	12.5	116.3
Whitfield	103,132	1.7	37.3	4.4	1.5	56.1	13.4	354.2
Wilkes	9,599	0.9	5.8	40.1	0.2	51.8	20.1	20.4
Wilkinson	8,681	0.5	3.1	37.2	0.6	57.3	21.2	19.8
Worth	20,424	0.8	2.6	28.5	0.3	66.9	20.6	36.4

CHILD PASSENGER SAFETY TECHNICIANS

GOHS will continue to support and fund agencies that educate the public on Child Passenger Safety (CPS). They will provide education to increase the number of Child Passenger Safety Technicians (CPST's) throughout the state and recertification training to retain CPST's. Child restraint use includes training parents and caregivers on all stages of restraint use from rear-facing only to booster seat to seat belt.

As in the past, this countermeasure continues to play a major role in establishing a well- functioning highway safety culture in which public/political attention is given to motor vehicle crashes, injuries, and fatalities relating to children. The overall availability of CPS technicians throughout a state is a consideration in both maintaining inspection stations and educating parents and caregivers. Both retaining current CPST's and training new CPST's at underserved locations is an important part of maintaining the effectiveness of this countermeasure. The total number of certified technicians and instructors is fluid and changes, as classes are held continuously throughout the year. Currently, there are 1,299 certified technicians, 75 certified instructors and three instructor candidates for a total of 1,377 qualified personnel that can assist with car seat needs in their communities. The Child Occupant Safety Project (COSP) will hold the following classes throughout the FFY24 in order to maintain or increase the number of CPST's to **maintain a sufficient number** of child passenger safety technicians throughout the state of Georgia. Additional training is included to retain the number of CPST's and increase child passenger safety awareness.

The Department of Public Health- Child Occupant Safety Project (DPH) staff will continue to operate using a regional model for statewide outreach and education. Regional coordinators will attend local Emergency Medical Services Regional Councils, Emergency Medical Services-Children, and/or Regional Trauma Advisory Council Meetings, Family Connections Meetings, local traffic enforcement network meetings, and other local networking opportunities. Connections made during these meetings will be leveraged into **recruitment opportunities** for future CPST Courses. The GA Department of Public Health (DPH) is planning to have 24 CPST classes averaging 15 students per class. For **retention purposes**, DPH staff will host more than 20 CEU classes throughout the state, providing multiple opportunities for technicians to attend in-person recertification sessions. In addition to these classes, DPH will also provide additional training to hospitals and special needs training to technicians. Regional coordinators will maintain a local list-serv to advertise local classes and community check events to ensure technicians have ample opportunities to gain their seat-checks and community events required to maintain their certification. The CPS coordinator at GOHS will maintain a statewide list-serv to support the work of the GOHS grantees.

CPST Courses – GA. Department of Public Health

	Dalton	Athens	Atlanta	Macon	Augusta	Columbus	Valdosta	Jesup
Date	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Location	Paulding	Clarke	Newton	Bibb	Bulloch	Muscogee	Dougherty	Glynn
Lead	Thomas Smith	Allison Craig	Amanda Renwald	Nikky De La Concha Nazario	Nadira Bolden	Tyleesha Hall	Cynthia Sharper	Carol Irvin
Population	Urban	Urban	Urban	Urban	Urban	Urban	Urban	Urban
At Risk	Low Income	Low Income	Low Income / Minority	Low Income / Minority	Low Income	Low Income	Low Income	Low Income
Date	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Location	Fannin	Forsyth	Cobb	Laurens	Columbia	Harris	Tift	Appling
Lead	Thomas Smith	Allison Craig	Amanda Renwald	Nikky De La Concha Nazario	Nadira Bolden	Tyleesha Hall	Cynthia Sharper	Carol Irvin
Population	Rural	Urban	Urban	Rural	Urban	Rural	Rural	Rural
At Risk	Low Income	Low Income	Low Income	Low Income	Low Income	Low Income	Low Income	Low Income / Minority
Date	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Location	Haralson	Walton	Clayton	Jasper	Effingham	Lee	Decatur	Jeff Davis
Lead	Thomas Smith	Allison Craig	Amanda Renwald	Nikky De La Concha Nazario	Nadira Bolden	Tyleesha Hall	Cynthia Sharper	Carol Irvin
Population	Rural	Urban	Urban	Rural	Urban	Rural	Rural	Rural
At Risk	Low Income	Low Income	Low Income / Minority	Low Income	Low Income	Low Income	Low Income / Minority	Low Income / Minority

**All locations are tentative, pending training staff and room confirmation*

CPST CEU and/or Renewal Courses

Date	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Location	Bremen (CEU)	Monroe (CEU)	Newnan/ Peachtree City (CEU)	Dublin (CEU)	Augusta (CEU)	Americus (CEU)	Moultrie (CEU)	Hinesville (CEU)
Lead	Thomas Smith	Allison Craig	Amanda Renwal	Nikky De La Concha Nazario	Nadira Bolden	Tyleesha Hall	Cynthia Sharper	Carol Irvin
Population	Rural	Urban	Urban	Rural	Urban	Rural	Rural	Urban
At Risk	Low Income	Low Income/ Minority	Low Income/ Minority	Low Income/ Minority	Low Income/ Minority	Low Income	Low Income/ Minority	Low Income
Date	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Location	Cherokee (CEU)	Rabun (CEU)	Roswell (CEU)	Milledgeville (CEU)	Augusta (CEU)	Dawson (CEU)	Thomas County (CEU)	Vidalia (CEU)
Lead	Thomas Smith	Allison Craig	Amanda Renwald	Nikky De La Concha Nazario	Nadira Bolden	Tyleesha Hall	Cynthia Sharper	Carol Irvin
Population	Urban	Rural	Urban	Rural	Urban	Rural	Rural	Rural
At Risk	Low Income/ Minority	Low Income	Low Income/ Minority	Low Income	Low Income/ Minority	Low Income	Low Income	Low Income/ Minority
Date	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Location	Dalton (Renewal)	Athens (Renewal)	Dunwoody (Renewal)	Macon (Renewal)	Richmond (Renewal)	Muscogee (Renewal)	Valdosta (Renewal)	Wayne (Renewal)
Lead	Thomas Smith	Allison Craig	Amanda Renwald	Nikky De La Concha Nazario	Nadira Bolden	Tyleesha Hall	Cynthia Sharper	Carol Irvin
Population	Urban	Urban	Urban	Urban	Urban	Urban	Urban	Rural
At Risk	Low Income/ Minority	Low Income/ Minority	Low Income/ Minority	Low Income/ Minority	Low Income/ Minority	Low Income/ Minority	Low Income/ Minority	Low Income

**All locations are tentative, pending training staff and room confirmation*

Keeping Kids Safe (hospital courses)

	Dalton	Athens	Atlanta	Macon	Augusta	Columbus	Valdosta	Jesup
Date	TBD	Quarterly	Quarterly	TBD	TBD	TBD	TBD	TBD
Location	Northside Cherokee	NGHS Gainesville	Northside	Atrium Macon	Augusta University	St. Francis	South GA Medical	Savannah Memorial
Lead	Thomas Smith	Allison Craig	Amanda Renwald	Nikky De La Concha Nazario	Nadira Bolden	Tyleesha Hall	Cynthia Sharper	Carol Irvin
Population	Urban	Urban	Urban	Urban	Urban	Urban	Urban	Urban
At Risk	Low Income/ Minority	Low Income/ Minority	Low Income/ Minority	Low Income/ Minority	Low income	Low income	Low Income/ Minority	Low income
Date	TBD	TBD	TBD	TBD	TBD		TBD	TBD
Location	Piedmont Cartersville	NSH Forsyth	Northside Gwinnett	BKO Children's Hospital	Piedmont Augusta		Phoebe Putney	Meadows Regional
Lead	Thomas Smith	Allison Craig	Amanda Renwald	Nikky De La Concha Nazario	Nadira Bolden		Cynthia Sharper	Carol Irvin
Population	Urban	Urban	Urban	Urban	Urban		Urban	Rural
At Risk	Low Income/ Minority	Low Income/ Minority	Low Income/ Minority	Low Income/ Minority	Low income		Low income	Low income
Date	TBD	Biannually			TBD			TBD
Location	Floyd Medical	Braselton NGHS			Doctor's Hospital			Wayne Memorial
Lead	Thomas Smith	Allison Craig			Nadira Bolden			Carol Irvin
Population	Urban	Urban			Urban			Rural
At Risk	Low Income/ Minority	Low Income/ Minority			Low income			Low income
Date		TBD						
Location		Piedmont Athens						
Lead		Allison Craig						
Population		Urban						
At Risk		Low Income/ Minority						

**All locations are tentative, pending training staff and room confirmation*

Transporting Children with Special Healthcare Needs			
Location	Date	Population	At Risk
Metro Atlanta	November 2023	Urban	Low Income
GPSTC (Monroe Co)	March 2024	Rural	Low Income
*All locations are tentative, pending training staff and room confirmation			

In addition to COSP, the Atlanta Fire Rescue Department (AFRD) will hold classes that will increase the number of CPST's in the Metro-Atlanta, which are urban communities. These technicians will be available to provide education and hands-on support to low-income and/or minority communities. AFRD partners with other local governments, non-profit, and private businesses to educate families in Atlanta, GA, and the immediate surrounding areas. AFRD will partner with Amerigroup (a statewide Medicaid provide), Sheltering Arms (local head starts), and other organizations to ensure that all children are traveling safely. This is one of the ways that GOHS and its grantees address transportation equity through educational grant programming.

CPST Courses – Atlanta Fire Rescue*						
Month	Year	Classes	Dates	Lead Instructor	Population	Risk Factors
October	2023	2	TBD	William Hutchinson	Urban	Low-income; minority
November	2023	1	TBD	William Hutchinson	Urban	Low-income; minority
December	2023	1	TBD	William Hutchinson	Urban	Low-income; minority
January	2024	TBD	TBD	William Hutchinson	Urban	Low-income; minority
February	2024	2	TBD	William Hutchinson	Urban	Low-income; minority
March	2024	2	TBD	William Hutchinson	Urban	Low-income; minority
April	2024	1	TBD	William Hutchinson	Urban	Low-income; minority
May	2024	1	TBD	William Hutchinson	Urban	Low-income; minority
June	2024	TBD	TBD	William Hutchinson	Urban	Low-income; minority
July	2024	TBD	TBD	William Hutchinson	Urban	Low-income; minority
August	2024	TBD	TBD	William Hutchinson	Urban	Low-income; minority
September	2024	TBD	TBD	William Hutchinson	Urban	Low-income; minority

*Atlanta Fire Rescue Department (AFRD) will make determinations on the dates of classes based on the recruit classes being hired. AFRD reserves the right to add additional classes throughout the grant year.

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and supporting events by nationally Certified Child Passenger Safety Technicians

Estimated total number of classes:

80

Total number of technicians trained:

870

QUALIFYING CRITERIA FOR LOW RANGE STATE:

In 2022, the Georgia seat belt usage rate for drivers and front right seat passengers of cars, trucks, sports utility vehicles (SUVs) and vans/ mini vans was 89.3%, a decrease of 5.6% from 2021. By dropping below the 90 percent rate, Georgia became a lower seat belt use rate State, as determined by NHTSA. Therefore, in accordance with 23 CFR 1300.21(e), In addition to High seat belt use rate criteria, GOHS will submit as part of its annual grant application documentation demonstrating that it meets at least three of the following additional criteria, in accordance with part 1 of appendix B to this part. Georgia submits as part of the 405b application, the three additional criteria listed: **Primary enforcement seat belt use statute, Seat Belt Enforcement, and High-Risk Population Countermeasure Programs.**

PRIMARY ENFORCEMENT SEATBELT USE STATUTE

GA Code § 40-8-76.1 (2020)

- a. As used in this Code section, the term "passenger vehicle" means every motor vehicle, including, but not limited to, pickup trucks, vans, and sport utility vehicles, designed to carry 15 passengers or fewer and used for the transportation of persons; provided, however, that such term shall not include motorcycles; motor driven cycles; or off-road vehicles or pickup trucks being used by an owner, driver, or occupant 18 years of age or older in connection with agricultural pursuits that are usual and normal to the user's farming operation; and provided, further, that such term shall not include motor vehicles designed to carry 11 to 15 passengers which were manufactured prior to July 1, 2015, and which, as of such date, did not have manufacturer installed seat safety belts.
- b. Each occupant of the front seat of a passenger vehicle shall, while such passenger vehicle is being operated on a public road, street, or highway of this state, be restrained by a seat safety belt approved under Federal Motor Vehicle Safety Standard 208.
- c. The requirement of subsection (b) of this Code section shall not apply to:
 1. A driver or passenger frequently stopping and leaving the vehicle or delivering property from the vehicle, if the speed of the vehicle between stops does not exceed 15 miles per hour;
 2. A driver or passenger possessing a written statement from a physician that such person is unable, for medical or physical reasons, to wear a seat safety belt;
 3. A driver or passenger possessing an official certificate or license endorsement issued by the appropriate agency in another state or country indicating that the driver is unable for medical, physical, or other valid reasons to wear a seat safety belt;
 4. A driver operating a passenger vehicle in reverse;
 5. A passenger vehicle with a model year prior to 1965;
 6. A passenger vehicle which is not required to be equipped with seat safety belts under federal law;
 7. A passenger vehicle operated by a rural letter carrier of the United States Postal Service while performing duties as a rural letter carrier;
 8. A passenger vehicle from which a person is delivering newspapers; or
 9. A passenger vehicle performing an emergency service.
- d. The failure of an occupant of a motor vehicle to wear a seat safety belt in any seat of a motor vehicle which has a seat safety belt or belts shall not be considered evidence of negligence or causation, shall not otherwise be considered by the finder of fact on any question of liability of any person, corporation, or insurer, shall not be any basis for cancellation of coverage or increase in insurance rates, and shall not be evidence used to diminish any recovery for damages arising out of the ownership, maintenance, occupancy, or operation of a motor vehicle.
- e.
 1. Except as otherwise provided in paragraphs (2) and (3) of this subsection, a person failing to comply with the requirements of subsection (b) of this Code section shall not be guilty of any criminal act and shall not be guilty of violating any ordinance. A violation of this Code section shall not be a moving traffic violation for purposes of Code Section 40-5-57.
 2. A person failing to comply with the requirements of subsection (b) of this Code section shall be guilty of the offense of failure to wear a seat safety belt and, upon conviction thereof, may be fined not more than \$15.00; but, the provisions of Chapter 11 of Title 17 and any other provision of law to the contrary notwithstanding, the costs of such prosecution shall not be taxed

nor shall any additional penalty, fee, or surcharge to a fine for such offense be assessed against a person for conviction thereof. The court imposing such fine shall forward a record of the disposition of the case of failure to wear a seat safety belt to the Department of Driver Services.

3. Each minor eight years of age or older who is an occupant of a passenger vehicle shall, while such passenger vehicle is being operated on a public road, street, or highway of this state, be restrained by a seat safety belt approved under Federal Motor Vehicle Safety Standard 208. In any case where a minor passenger eight years of age or older fails to comply with the requirements of this paragraph, the driver of the passenger vehicle shall be guilty of the offense of failure to secure a seat safety belt on a minor and, upon conviction thereof, may be fined not more than \$25.00. The court imposing such a fine shall forward a record of the court disposition of the case of failure to secure a seat safety belt on a minor to the Department of Driver Services.

4. Probable cause for violation of this Code section shall be based solely upon a law enforcement officer's clear and unobstructed view of a person not restrained as required by this Code section. Noncompliance with the restraint requirements of this Code section shall not constitute probable cause for violation of any other Code section.

SEATBELT ENFORCEMENT

In accordance with 23 CFR 1300.21 (e)(3) Seat Belt enforcement- Georgia can demonstrate sustained enforcement throughout the fiscal year that will promote seat belt and child restraint enforcement. This has been provided in the list of sustained mobilizations that will be held throughout the FFY24 year. These mobilizations involve law enforcement agencies throughout the state of Georgia, including those geographic areas where 70 percent of the combined unrestrained fatalities and serious injuries occurred. The Traffic Enforcement Networks (TEN) consistently educate and push the sustained enforcement of the seatbelt and child restraint laws of Georgia and participation in the Click It or Ticket mobilizations during monthly meetings. The list below shows law enforcement agencies that have conducted sustained enforcement of the seatbelt and child restraint laws within Georgia over the previous 2 years. Through the TEN's, GOHS will continue to encourage a 24/7 focus on seatbelt enforcement. In conjunction with the TEN's, the Georgia State Patrol (GSP) provides sustained enforcement focusing on seatbelts and child restraints on a statewide basis. GOHS will continue to review the crash data and work to create new partnerships in areas where high unrestrained serious injuries and fatalities occur.

147 out of 159 Georgia counties have law enforcement agencies that participate in reoccurring efforts throughout the year to promote seat belt and child restraint use. These counties where this type of sustained enforcement occurs, account for 95% of all unrestrained passenger vehicle occupant traffic fatalities between 2017-2021.

FY2024 PARTICIPATING AGENCIES IN COUNTIES WHERE 70% OF UNRESTRAINED FATALITIES OCCUR 2017-2021

County Name	Restrained	Unrestrained	Unknown	PV Fatalities
Appling	3	13	2	18
Atkinson	4	4	0	8
Bacon	2	6	0	8
Baldwin	23	17	1	41
Banks	11	8	0	19
Barrow	32	18	4	54
Bartow	42	28	11	81
Ben Hill	4	1		5
Berrien	6	9	1	16
Bibb	27	31	41	99
Bleckley	3	6	3	12
Brantley	3	10	0	13
Brooks	5	7	1	13
Bryan	6	15	2	23
Bulloch	30	21	6	57
Burke	14	25	2	41
Butts	17	10	2	29
Camden	12	10	1	23
Candler	7	5	1	13
Carroll	37	51	8	96
Catoosa	15	9	2	26
Charlton	4	4	0	8
Chatham	40	37	17	94
Chattooga	8	10	6	24
Cherokee	27	36	3	66
Clarke	20	13	4	37
Clay	5	2	0	7

County Name	Restrained	Unrestrained	Unknown	PV Fatalities
Clayton	56	48	15	119
Clinch	5	6	0	11
Cobb	100	73	11	184
Coffee	6	22	6	34
Columbia	25	21	2	48
Cook	6	9	1	16
Coweta	52	27	4	83
Crawford	6	2	2	10
Crisp	8	8	1	17
Dade	11	10	2	23
Dawson	10	7	2	19
Decatur	17	15	3	35
Dekalb	106	82	88	276
Dodge	11	7	1	19
Dooly	6	9	1	16
Dougherty	21	20	4	45
Douglas	30	26	7	63
Early	3	10	1	14
Effingham	21	9	0	30
Elbert	8	10	1	19
Emanuel	11	18	0	29
Evans	5	8	1	14
Fannin	14	4	0	18
Fayette	25	15	3	43
Floyd	34	30	3	67
Forsyth	32	16	2	50
Franklin	24	14	2	40

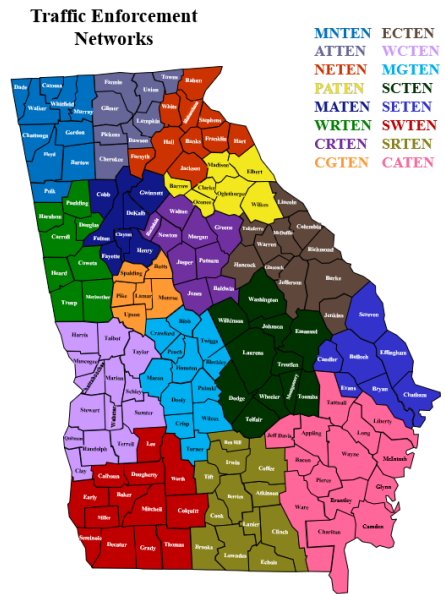
County Name	Restrained	Unrestrained	Unknown	PV Fatalities
Fulton	165	169	54	388
Gilmer	17	13	4	34
Glynn	24	27	4	55
Gordon	12	11	0	23
Grady	7	8	2	17
Greene	5	10	2	17
Gwinnett	80	52	37	169
Habersham	23	9	0	32
Hall	63	31	1	95
Hancock	5	13	0	18
Haralson	24	9	5	38
Harris	8	18	1	27
Hart	15	8	1	24
Heard	7	9	0	16
Henry	41	34	12	87
Houston	24	22	3	49
Irwin	1	6	1	8
Jackson	40	23	2	65
Jasper	1	8	0	9
Jeff Davis	8	6	1	15
Jefferson	6	7	1	14
Johnson	3	5	0	8
Lamar	5	7	0	12
Lanier	2	2	1	5
Lee	8	7	0	15
Liberty	36	14	4	54
Lincoln	4	5	1	10
Long	7	6	0	13
Lowndes	28	27	5	60
Lumpkin	12	12	0	24
Macon	11	10	4	25
Madison	13	10	0	23
Marion	2	5	0	7
McDuffie	8	15	0	23
McIntosh	8	9	0	17
Meriwether	10	19	2	31
Mitchell	8	11	0	19
Monroe	17	7	5	29
Montgomery	6	7	0	13
Morgan	11	10	3	24
Murray	14	12	0	26
Muscogee	21	27	10	58
Newton	35	26	6	67
Oconee	7	8	4	19
Oglethorpe	5	7	0	12
Peach	16	12	1	29
Pierce	3	4	1	8

County Name	Restrained	Unrestrained	Unknown	PV Fatalities
Pike	10	4	1	15
Polk	8	19	0	27
Pulaski	4	4	3	11
Putnam	11	12	3	26
Quitman				
Rabun	12	12	1	25
Randolph	2	2	0	4
Richmond	40	54	5	99
Rockdale	28	17	5	50
Schley	1	2		3
Screven	2	11	2	15
Seminole	4	6		10
Spalding	22	15	0	37
Stephens	13	12	0	25
Stewart	4	3	0	7
Sumter	9	8	1	18
Talbot	0	13	0	13
Taliaferro	9	3	2	14
Tattnall	10	11	2	23
Taylor	2	10	0	12
Telfair	2	7		9
Terrell	0	9	1	10
Thomas	16	19	1	36
Tift	16	7	1	24
Toombs	5	15	0	20
Towns	6	4	0	10
Treutlen	5		2	7
Troup	16	30	9	55
Turner	1	4	0	5
Twiggs	9	3	1	13
Union	9	5	1	15
Upson	6	6	1	13
Walker	14	20	5	39
Walton	33	15	1	49
Ware	20	12	0	32
Warren	5	6	1	12
Washington	4	17	1	22
Wayne	6	18	1	25
Webster		2		2
Wheeler	3	5	0	8
White	13	5	3	21
Whitfield	31	20	0	51
Wilcox	4	3	0	7
Wilkes	5	5	0	10
Wilkinson	6	9	3	18
Worth	18	13	1	32

Sustained Seat Belt and Child Restraint Enforcement

GOHS funds and support law enforcement agencies to implement reoccurring initiatives and campaigns throughout FY2024 to **promote** seat belts and child restraint enforcement. These projects include the Traffic Enforcement Networks (pictured below) which covers law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70% of Georgia's unrestrained PV occupant fatalities and serious injuries occurred.

These TEN law enforcement projects are described in **Section 2.9 Police Traffic Services**. Additionally, other law enforcement sub-recipients also implement sustained seat belt and child restraint enforcement monthly throughout the grant year—Highway Enforcement of Aggressive Traffic (HEAT) and High Visibility Enforcement (HVE) – also described in **Section 2.9 Police Traffic Services**.



HIGH RISK POPULATION COUNTERMEASURE PROGRAMS

Georgia has implemented data-driven programs to improve seat belt and child restraint use for three at-risk population groups, **Drivers on Rural Roadways, Unrestrained Nighttime Drivers, and Teenage Drivers**. GOHS works with multiple partners in achieving this measure. In addition to working with Students Against Destructive Decisions to increase awareness of the importance of teenagers wearing their seatbelt, GOHS works with the Department of Public Health in increasing awareness of their occupant protection program, known as the Child Occupant Safety Project (COSP). This program is pivotal in reaching rural communities, specifically reaching parents/caregivers in a lower socioeconomic demographic. This program has 8 regional coordinators stretched across the state to educate the public on the importance of making sure occupants are properly restrained. The regional coordinators also actively participate in the traffic enforcement network meetings to help encourage law enforcement to conduct seatbelt enforcement during the nighttime and daytime hours.

GOHS will continue to coordinate Child Passenger Safety Week, which is September 15-21, 2024. In determining locations to host events, GOHS will look at data related to those fatalities or serious injuries of children under eight, who were unrestrained at the time of the crash. In the past, this data has indicated that locations could be either urban or rural locations. As data is provided, GOHS will also determine if there are locations in surrounding areas that are overrepresented and underserved, in which it may be beneficial to provide additional education to the community.

The additional coverage that Traffic Enforcement Networks provide to rural communities and nighttime drivers addresses both rural road users and unrestrained nighttime drivers. The Georgia Traffic Enforcement Networks host network meetings throughout the state and are generally concluded with an enforcement component such as a road check or concentrated patrols. These events are often held in the evening, resulting in nighttime enforcement. While some counties are urban, most counties participating are in rural areas. The Traffic Enforcement Networks understand that in addition to speeding and distraction, the lack of seat belt use is determining factor in survivability during a crash.

405(c) **TRAFFIC RECORDS**

GEORGIA TRAFFIC RECORDS STRATEGIC PLAN

FFY 2022-2024

Amended and Approved
by the Georgia TRCC:
7/19/2023

Prepared by the
Georgia Traffic Records Coordinating Committee
Georgia Governor's Office of Highway Safety



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Originally Approved By:

Georgia Technical Traffic Records Coordinating Committee (TRCC), June 9, 2021

Georgia Traffic Records Executive Committee, June 18, 2021

Amendment Approved By:

Georgia Technical Traffic Records Coordinating Committee (TRCC), July 19, 2023

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EXECUTIVE SUMMARY

Georgia's Traffic Records Program is critical to effective safety programming, operational management, and strategic planning. In cooperation with local, regional, and federal partners, Georgia maintains a traffic records system that supports data-driven, science-based decision-making that is necessary to identify problems, deploy and evaluate countermeasures, and efficiently allocate resources.

The Georgia Traffic Records Coordinating Committee (TRCC) was created for the purpose of developing and implementing effective programs that improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of state traffic safety data needed to identify priorities for federal, state, and local highway and traffic safety programs; evaluate the effectiveness of such efforts; link state data systems, including traffic records and systems that contain medical, roadway, and economic data; improve the compatibility and interoperability of state data systems with national data systems and the data systems of other states; and to enhance the agency's ability to observe and analyze national trends in crash occurrences, rates, outcomes, and circumstances.

The Governor's Office of Highway Safety (GOHS) received the 2019 Traffic Records Assessment on June 17, 2019. The Georgia TRCC continues to utilize the Traffic Safety Information System funding, received FFY 2006 - FFY 2023 from the National Highway Traffic Safety Administration (NHTSA) under Section 405(c), to allocate funds for traffic records projects activities directly related to the problem identification, performance targets, and countermeasure strategies for Georgia traffic records improvements as well as to advance the TRCC's mission to maximize the overall quality of traffic safety data and analysis based on state traffic records data across all six core data systems. Georgia's TRCC continues to support current traffic records projects, identify new projects, and establish performance measures for each core data system to address the recommendations provided in the 2019 Traffic Records Assessment.

The Georgia Traffic Records Strategic Plan highlights the progress made, describes the traffic records projects and activities that will continue to improve the core data systems, and is a part of the request for continued NHTSA funding for FFY 2022-2024. This plan is a living document and will require regular review. Any updates needed to the strategic plan are completed by the Technical Committee of the TRCC and presented to the Traffic Records Executive Committee for final approval. The FFY 2022-2024 Traffic Records Strategic Plan was approved by the Traffic Records Executive Committee on June 18, 2021.

TRAFFIC RECORDS SYSTEM OVERVIEW

The Georgia traffic records system assist the traffic safety community in implementing programs and countermeasures that reduce motor vehicle crashes, deaths, and injuries. Data-driven improvements rely on Georgia's traffic records system to identify opportunities to improve highway safety, measure progress, and systematically evaluate countermeasure effectiveness. An effective traffic records system can identify and assess factors that result in traffic fatalities and injuries, evaluate the effectiveness of prevention and intervention measures, and guide the deployment and utilization of enforcement and educational programs.

Georgia's traffic records data is critical to effective safety programming, operational management, and strategic planning. In cooperation with local, regional, and federal partners, Georgia maintains a traffic records system that supports data-driven, science-based decision-making that is necessary to identify problems, deploy and evaluate countermeasures, and efficiently allocate resources.

Georgia's traffic records system is the culmination of the combined efforts of collectors, managers, and users of data. Collaboration and cooperation between these groups can improve data and ensure it is used in ways that provide the greatest benefit to traffic safety efforts. Thoughtful, comprehensive, and uniform data use and governance policies can improve service delivery, link business processes, maximize return on investments, and improve risk management.

Georgia's Traffic Records Program strives to assure that all highway safety partners can access accurate, complete, integrated, and uniform traffic records in a timely manner. Georgia traffic records provide the foundation for traffic safety programming and will continue to fund projects through the Georgia Traffic Records Coordinating Committee (TRCC) that are appropriately prioritized, data-driven, and evaluated for effectiveness.

Traffic Records System Components

Georgia's traffic records system consists of data about Georgia's roadway transportation network and the people and vehicles that use it. This data is critical to effective safety programming, operational management, and strategic planning. Georgia's traffic records system includes the collection, management, and analysis of traffic safety data. It is comprised of six core data systems— Crash, Driver, Vehicle, Roadway, Citation and Adjudication, and Injury Surveillance—as well as the organizations and people responsible for them.



Crash

The Georgia Department of Transportation (GDOT) is the agency responsible for crash reporting. The Georgia Electronic Accident Reporting System (GEARS) is developed and maintained by LexisNexis. GEARS serves as a portal into the State of Georgia's repository for traffic crash reports completed by Georgia law enforcement agencies. All crashes are gathered into a single statewide database; however, the methods of input vary. Crashes are entered electronically through the State user interface, transmitted via third party vendors, or submitted via paper reports. Currently, approximately 95% of the state's crash reports are transmitted electronically.



Roadway

The Georgia Department of Transportation (GDOT) is the agency responsible for collecting and maintaining the roadway information system for the State. GDOT maintains approximately 18,000 miles of state-owned highways and ramps. This mileage represents roughly 14.8% of the 121,500 miles of public roads in Georgia. Roadway and traffic data elements are maintained within a statewide linear referencing system (LRS) using Esri's Roads and Highways software to integrate data from multiple linear referencing system networks to get a comprehensive view of Georgia roadways. Through this system, GDOT maintains data on all 121,500 miles of public road and enables linkages between road, traffic data, crash, and other databases.



Driver

The Georgia Department of Driver Services (DDS) has the custodial responsibility for the driver data system. The driver system maintains commercially licensed driver data as well as critical information including driver's personal information, license type and endorsements, including all issuance dates, status, conviction history, and driver training. The State's driver data system receives input from process flow documents from other data systems, including the reporting of citations from the Georgia Electronic Citation Processing System (GECPS).



Citation & Adjudication

The State of Georgia has a non-unified court system where local courts are autonomous. These courts account for most traffic adjudications within the State. As a result, courts use Case Management Software that is proprietary and, for the most part, is not interoperable with other courts in the State. However, through the Georgia Electronic Conviction Processing System (GECEPS) at the Division of Driver Services, Georgia courts can securely and accurately transmit conviction data electronically to the State. This is a major step in overcoming the difficulties of a variety of systems that are not interoperable.



Vehicle

The Georgia Department of Revenue (DOR) Motor Vehicle Division has custodial responsibility for the State vehicle records. Georgia's vehicle system — Driver Record and Integrated Vehicle Enterprise System (DRIVES) — is an inventory of data that enables the titling and registration of each vehicle under the State's jurisdiction to ensure that a descriptive record is maintained and made accessible for each vehicle and vehicle owner operating on public roadways. Vehicle information includes identification and ownership data for vehicles registered in Georgia. Information on vehicle make, model, year of manufacture, body type (extracted from VIN), and adverse vehicle history (title brands) is maintained.



Injury Surveillance

The Georgia Department of Public Health (DPH) is responsible for the Injury Surveillance System (ISS). Georgia's comprehensive Injury Surveillance System (ISS) has data readily available from five core components: pre-hospital emergency medical services (EMS), trauma registry, emergency department, hospital discharge, and vital records. These datasets enable a wide variety of stakeholders to both efficiently and effectively evaluate and prioritize motor vehicle crash related needs, such as issues related to data quality and reliable application to address patient severity, costs, and outcomes. The ISS is supported through 3 databases: (a) the State's Georgia Emergency Medical Services Information System (GEMSIS) Elite database system as Georgia's pre-hospital care reporting system, (b) the Online Analytical Statistical Information System (OASIS) that enables public and professional access to DPH's data warehouse of the latest Hospital Discharge, ER Visit, and Death data, and a formal

Trauma Registry maintained for all designated trauma center data and records. These records are uploaded into the CDC data query program WISQARS.

Traffic Records System Data Attributes

Quality traffic records data exhibiting the six primary data quality attributes—timeliness, accuracy, completeness, uniformity, integration, and accessibility—is necessary to improve traffic safety and effectively manage the motor vehicle transportation network, at the Federal, State, and local levels. Such data enables problem identification, countermeasure development and application, and outcome evaluation. Continued application of data-driven, science-based management practices can decrease the frequency of traffic crashes and mitigate their substantial negative effects on individuals and society.



Timeliness

Timeliness reflects the span of time between the occurrence of some event and the entry of information from the event into the appropriate database. Timeliness can also measure the time from when the custodial agency receives the data to the point when the data is entered into the database.



Accuracy

Accuracy reflects the number of errors in information in the records entered in a database. Error means the recorded value for some data element of interest is incorrect. Error does not mean that the information is missing from the records. Erroneous information in a database cannot always be detected.



Completeness

Completeness reflects both the number of records that are missing from the database (e.g., events of interest that occurred but were not entered into the database) and the number of missing (blank) data elements in the records that are in a database.



Uniformity

Uniformity reflects the consistency among the files or records in a database and may be measured against some independent standard, preferably a national standard.



Integration

Integration reflects the ability of records in a database to be linked to a set of records in another of the six core databases—or components thereof—using common or unique identifiers.



Accessibility

Accessibility reflects the ability of legitimate users to successfully obtain desired data. Accessibility is measured in terms of customer satisfaction.

TRAFFIC RECORDS COORDINATING COMMITTEE (TRCC)

Mission and Vision

The mission of the Georgia Traffic Records Coordinating Committee (TRCC) is to provide a forum for agencies involved in highway safety to communicate with each other and develop a joint approach to improving highway safety data. The specific objective is to evolve an overall traffic records system that is an integration of current stand-alone systems into a coherent whole; one that produces complete, accurate, and timely reports for each type of traffic record and that fully supports the identification, parameterization, and mitigation of highway safety problems of any nature.

Georgia's TRCC strives to create a traffic records system that is technically state-of-the-art and fully integrated. Analyzing reliable and accurate traffic records data is central to identifying traffic safety problems and designing effective countermeasures to reduce injuries and deaths caused by crashes.

The TRCC is governed by the principals and guidelines outlined within the Georgia TRCC Charter. This foundational document describes the powers and duties of the committee as specified in enabling state legislation. This authorization empowers each member to officially participate in the state's TRCC and leverage resources, streamline processes, integrate systems, and focus on strategic investments.

Note: The Georgia TRCC Charter is included in the Appendices.

Structure, Composition, and Function

TRCC Executive & Technical Committees

Georgia's TRCC consist of two committees — the Technical Committee and the Executive Committee. Both committees are comprised of a multidisciplinary membership that includes data owners, operators, collectors and users of traffic records and public health and injury control data systems, highway safety, highway infrastructure, law enforcement and adjudication officials, emergency medical services, injury control, driver licensing, and motor carrier agencies and organizations. The Executive Committee specifically consist of the chief executive officers (commissioners, directors, administrators, etc.) of those federal, state, and local member agencies that are responsible for major components of the Georgia Traffic Records System or their designated agent. All federal, state, and local agencies with a direct role in highway safety are eligible for membership in the Technical Committee. Other agencies may be members at the discretion of the Technical Committee.

The Executive Committee members hold positions within their agencies that enable them to establish policy, direct resources within their areas of responsibility, and set the vision and mission for the TRCC. The Executive Committee reviews and approves actions proposed by the Technical Committee and assists with identifying/providing resources. The Chairman of the Executive Committee is the Director of the Governor's Office of Highway Safety, Allen Poole. The TRCC Executive Committee convenes at least twice a year and whenever there is business to be conducted.

The Technical Committee is responsible – as defined by the Executive Committee – for the oversight and coordination of the state's traffic records system. The Technical Committee performs all planning, conducts all investigations, and prepares all project plans necessary to realize the mission and vision of the TRCC. The Chairman of the Technical Committee and Georgia Traffic Records Coordinator is Tanya Renaud with the Georgia Governor's Office of Highway Safety. The TRCC Technical Committee meets at least six times a year and whenever there is business to be conducted. Additionally, this committee meets in conjunction with CODES (Crash Outcome Data Evaluation System). CODES provides data integration and data accuracy to the TRCC by engaging data owners, developing a data linkage plan, accessing data quality, preparing data, performing data linkage, evaluating linkage results, recalibrating methods, selecting linked records, and conducting analysis of the traffic records data.

Together, the two tiers of the TRCC are responsible for developing strategies, coordinating implementation, and tracking progress of programs and projects detailed in the TRCC's strategic plan.

Note: The Georgia TRCC meeting dates and Georgia TRCC Executive and Technical Committee membership by name, title, home organization and the core safety database represented are included in the Appendices.

TRCC Subcommittees

An additional common structural feature of Georgia's TRCC are subcommittees — both permanent and ad-hoc. Permanent subcommittees are established by Georgia's TRCC to address issues, such as data integration, which are specific to a subset of the membership and will remain as issues for the foreseeable future. For FFY 2020 and onward, the TRCC Technical Committee created a subcommittee to develop data fact sheets for the Strategic Highway Safety Plan emphasis areas to inform traffic safety professionals and the public on traffic safety issues and resources in Georgia. Ad-hoc committees are often established to bring together subject matter experts charged with making recommendations to the full TRCC on an issue that would otherwise occupy too much time to be practically managed in the usual TRCC meeting context. For FFY 2020, the TRCC Technical Committee established an ad-hoc committee to update the serious injury definition. For FFY2023, an ad-hoc committee to address rural road safety in Georgia was established.

TRAFFIC RECORDS ASSESSMENT

Georgia's most recent Traffic Records Assessment was completed on June 17, 2019 by the National Highway Traffic Safety Administration, Technical Assessment Team. Recommendations from the result of the 2019 Georgia Traffic Records Assessment are listed below.

2019 RECOMMENDATIONS

Crash Recommendations

1. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
2. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory

Vehicle Recommendations

3. Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
4. Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
5. Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Driver Recommendations

6. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
7. Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Roadway Recommendations

8. Improve the applicable guidelines for the Roadway data system to reflect

best practices identified in the Traffic records Program Assessment Advisory.

9. Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
10. Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
11. Improve the procedures/process flows for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Citation/Adjudication Recommendations

12. Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
13. Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
14. Improve the description and contents of the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
15. Improve the procedures/process flows for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Injury Surveillance Recommendations

16. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
17. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Appendices

Appendix 1: Georgia TRCC Charter

Appendix 2: Georgia TRCC Members

Appendix 3: Georgia TRCC Meetings

Appendix 4: FFY 2022 Traffic Records Projects

Appendix 5: Performance Measures

Appendix 6: Update to Traffic Records Assessment Recommendations

Appendix 7: Quantitative Progress Reports

Appendix 1: Georgia TRCC Charter

Georgia's Traffic Records Coordinating Committee (TRCC) Charter

1 Traffic Records Definition

Traffic Records are those records and databases residing in all agencies and jurisdictions that are or could be useful in identifying Highway Safety problems, formulating programs to mitigate these problems, and evaluating the results of these programs. These Traffic Records are not necessarily under the control of TRCC members, nor are they necessarily targets of the TRCC's improvement projects. These Traffic Records include, but are not limited to:

- a. Primary Databases, which contain data directly bearing on crashes, causes, and consequences:
 - Crash Reports
 - Fatal Accident Reporting System (FARS)
 - EMS Patient Care Reports
 - Hospital In-Patient Discharge Reports
 - Trauma Registry
 - Traffic Citations
 - Motor Carrier Safety Inspection Reports
 - Driver Records
 - Death Certificate Records
 - Injury Surveillance (DPH/OEMS)
- b. Supporting Databases, which provide location specific, context, or other supporting data:
 - Road Characteristics File, describing relevant parameters of roads
 - Statewide and jurisdiction specific road maps, including both geometric parameters and standard names and route designations for all roads
 - Vehicle Title and Registration Records

These various Traffic Record types will be referred to hereafter as Traffic Record Systems (or information systems) if referring to the processes of collecting, communicating, storing, and analyzing the data; or as a record or database if referring to the data itself.

2 Rationale for a TRCC

The individual records of the Traffic Record databases identified above originate from local or state agencies, and statewide databases are maintained by a State agency or, in some cases, are non-existent. Responsibility for the various components (collection, storage, etc.) of many of these Traffic Record Systems, at both the state and local level, is spread among many agencies with very different primary functions or missions.

In order for these various Traffic Record databases to be useful in addressing highway safety problems, the exchange of data between agencies, and integration of data between various information systems must be both possible and efficient. Since these information systems were independently developed over the last several decades, data sharing is barely, if at all, possible, and is certainly not efficient.

Each of the agencies involved with these Traffic Record Systems have their own missions and priorities. Communication between the involved agencies is typically limited to those subjects of direct mutual interest. For this reason, and because each agency is funded and held responsible only for its own mission, cooperation between agencies is also usually limited to known mutual interests. These agencies typically have limited knowledge of each other's organization, operations, information systems, and data needs.

The solution, assuming willing partners, is a forum in which each agency involved with Traffic Records can periodically meet to discuss their missions, organizations, operational processes, information system activities, data products, data needs, etc. The overall objective of these exchanges is to find ways for the agencies to work more synergistically, i.e., to accomplish their missions more effectively and efficiently than is possible if each act strictly on its own.

This is especially critical for those Traffic Record Systems whose components and users are spread across many local and state agencies, e.g., Crash Reports, Traffic Citations, and EMS Run Records. The TRCC is the forum for accomplishing this inter-agency communication and developing a team approach to improving highway safety information.

3 Background

Traffic Records Coordinating Committees, or their equivalents with other names, exist in many states. In 1997, the Transportation Efficiency Act for the 21st Century (TEA-21) and implementing Federal regulations established a program to encourage the formation of TRCCs in all States, this is usually referred to as Section 411. Section 411 allowed grants to States that would establish multidisciplinary (agencies with all involved functions) TRCCs and commit them to the goal of improving the State's traffic record systems. An audit of the State's traffic record systems was conducted to identify areas that needed improvement, and a strategic plan was required to define how the State would go about improving its traffic record systems. The Section 411 grants were available for a maximum of six years, expiring in federal FY 2003. Georgia received three years of Section 411 grants for its TRCC.

Georgia had a TRCC during the years 2000 through 2003. While that TRCC made significant progress in some areas, it was not able to produce a comprehensive and coordinated program for improving Georgia's Traffic Records. Many of the TRCC's problems can be directly attributed to the lack of a charter, formal structure, or procedural rules. This situation resulted in an inability to formulate recommendations, present these recommendations to member agencies' management, and obtain member approval and funding for the recommendations. This TRCC was effectively disbanded in early 2003.

In 2005, a reconstituted TRCC was established. If this TRCC is to be effective, its mission, structure, and procedures must be formalized. In addition, the methods by which the committee will influence its members must be determined, and approaches to funding and implementing recommended programs must be defined. These are the purposes of this document.

4 TRCC Mission

The mission of the TRCC is as follows:

"The Traffic Records Coordinating Committee will provide a forum for agencies involved in highway safety to communicate with each other and develop a joint approach to improving highway safety data. The specific objective is to evolve an overall Traffic Records System that is an integration of current stand-alone systems into a coherent whole; one that produces complete, accurate, and timely reports for each type of traffic record and that fully supports the identification, parameterization, and mitigation of highway safety problems of any nature."

5 Traffic Records Vision

This vision statement describes the desired state of Georgia's Traffic Records at some unspecified point in the future. Member agencies are not committed to a specific timeline for achievement of this vision.

Georgia's Traffic Record Systems should be technically state-of-the-art and fully integrated with each other. To support this objective:

- Relevant records of events (crashes, citations, etc.), vehicles, roadways, and individuals (with appropriate protection of privacy rights) within all systems should be capable of being linked to provide a more complete picture of events, circumstances, causes, and consequences.
- The data within all systems should be consistent, compatible, integrated, and similar data items should be comparable.
- Each of Georgia's Traffic Record Systems should produce complete, accurate, and timely reports. For most of the Primary Databases, achievement of this objective requires:
 - Reports should be prepared electronically, potentially at the location of the event being reported, and error detection and correction should be performed at the time of report preparation.
 - Reports should be processed and electronically communicated as soon as possible after collection to both local and statewide databases as appropriate.
 - Reports should be entered into the appropriate databases, local and state, as soon as possible after receipt.
 - Individual reports should be available to legitimate and authorized users as soon as possible after entry into the appropriate databases.

Georgia's Traffic Record Systems should allow users to quickly identify emerging highway safety problems and issues, as well as quantify trends in highway safety statistics. Mitigation strategies can be developed and implemented in a time frame appropriate for both urgent problems and undesirable trends. Follow-up evaluations can be conducted to determine the effectiveness of mitigation strategies. This objective would be implemented by automated and manually activated analysis tools that can:

- Access all Traffic Records Systems,
- Identify associated records across all Traffic Records Systems,
- Integrate data from all associated records and databases, and

- Produce comprehensive and easily understood reports/views of the events, causes, and consequences associated with specific emerging problems or statistical trends.

6 TRCC Structure, Function and Composition

1.1.1 TRCC Structure and Composition- the State traffic records coordinating committee:

1. Is chartered
2. Meets at least three times annually
3. Has a multidisciplinary membership that includes owners, operators, collectors, and users of traffic records and public health and injury control data systems highway safety, highway infrastructure, law enforcement and adjudication officials, and public health, emergency medical services, injury control, driver licensing, and motor carrier agencies and organizations; and at least one member represents each of the following core safety databases:
 - (A) Crash
 - (B) Citation or adjudication
 - (C) Driver
 - (D) Emergency medical services or injury surveillance system
 - (E) Roadway
 - (F) Vehicle
4. Has a designated TRCC coordinator

2.1.2 TRCC Functions- The traffic records coordinating committee shall-

1. Have authority to review the State's highway safety data and traffic records systems and any changes to such systems before the changes are implemented;
2. Consider and coordinate the views of organizations in the State that are involved in the collection, administration, and use of highway safety data and traffic records systems, and represent those views to outside organizations;
3. Review and evaluate new technologies to keep the highway safety data and traffic records system current; and
4. Approve annually the membership of the TRCC, the TRCC coordinator, any change to the State's multi-year Strategic Plan, and performance measures to be used to demonstrate quantitative progress in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of a core highway safety database.

3.1.3 TRCC Functions- The traffic records coordinating committee shall-

1. Have authority to review the State's highway safety data and traffic records systems and any changes to such systems before the changes are implemented.
2. Consider and coordinate the views of organizations in the State that are involved in the collection, administration, and use of highway safety data and traffic records systems, and represent those views to outside organizations.
3. Review and evaluate new technologies to keep the highway safety data and traffic records system current; and
4. Approve annually the membership of the TRCC, the TRCC coordinator, any change to the State's multi-year Strategic Plan, and performance measures to be used to demonstrate quantitative progress in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of a core highway safety database.

The TRCC shall consist of two committees, which shall be referred to as the Executive Committee and the Technical Committee. The responsibilities, membership, officers, and procedures of each are addressed hereafter.

- ***Executive Committee***

4.1.4 Membership

The Executive Committee shall consist of the chief executive officers (Commissioners, Directors, Administrators, etc.) of those Federal, State and Local member agencies that are responsible for major components of the Traffic Records System, or their designated agent. Designated agents must have direct access to and be able to speak for the chief executive officer, at least after consultation, on any issue before the Executive Committee.

Members of the Executive Committee shall include, but not be limited to, the following agencies:

- Governor's Office of Highway Safety
- Department of Transportation
- Department of Driver Services
- Department of Public Health
- Department of Revenue
- Department of Public Safety
- Georgia Association of Chiefs of Police
- Georgia Sheriffs Association
- Administrative Office of the Courts
- Prosecuting Attorneys' Council

- National Highway Traffic Safety Administration
- Federal Highway Administration
- Federal Motor Carrier Safety Administration

5.1.5 Responsibilities

The Executive Committee shall perform all executive functions necessary to realize the TRCC's mission and vision. In particular, the Executive Committee shall consider recommendations of the Technical Committee, decide whether the recommendations shall be implemented, and if the decision is to implement, assist with identifying/providing resources. In addition, the Executive Committee may unilaterally promulgate changes it deems necessary to improve the Technical Committee, including its membership, responsibilities, officers, and procedures. The Executive Committee shall review and approve any changes to the Traffic Records Strategic Plan.

6.1.6 Officers

The officers of the Executive Committee shall consist of the Chairman and the Traffic Records Coordinator (hereafter referred to as the Coordinator). The permanent chairman of the Executive Committee shall be the Director of the Governor's Office of Highway Safety. The Chairman shall be responsible for calling meetings of the Committee and setting the agenda. The Coordinator shall be responsible for making meeting arrangements, preparing and publishing minutes, and coordinating all interactions between the Executive and Technical Committees.

7.1.7 Procedures

The Executive Committee shall meet at least quarterly and whenever necessary to consider recommendations from the Technical Committee or to conduct other necessary committee business. The Executive Committee shall establish any formal procedures it deems necessary to accomplish its responsibilities. The Executive Committee shall approve annually the membership of the TRCC, the selected TRCC Coordinator, and any changes to the Strategic Plan.

- ***Technical Committee***

8.1.8 Membership

All Federal, State and Local agencies with a direct role in highway safety are eligible for membership in the Technical Committee. Other agencies may be members at the discretion of the Technical Committee.

Federal agencies eligible for membership include, but are not limited to:

National Highway Traffic Safety Administration
 Federal Highway Administration
 Federal Motor Carrier Safety Administration

The state agencies eligible for membership include, but are not limited to:

- Governor's Office of Highway Safety
- Department of Driver Services
- Department of Transportation
- Department of Public Safety

- Department of Public Health
- Department of Revenue
- Administrative Office of the Courts
- Prosecuting Attorneys' Council
- Georgia Bureau of Investigation
- Georgia Brain and Spinal Injury Trust Fund Commission

The categories of local agencies eligible for membership include, but are not limited to:

- Police Departments and Sheriff Offices
- EMS Providers
- Road/Street and Traffic Engineering

Data Users eligible for membership include, but are not limited to:

- University researchers,
- Highway safety advocacy groups

The actual membership is based on voluntary participation. However, the TRCC must strive to have a membership of all listed Federal and State agencies and a representative number of local agencies in the listed categories. A desirable number of local agencies would be roughly equal to the number of State Agencies.

The Technical Committee shall consist of those managers, or their representatives, responsible for traffic records systems components that exist within each member agency or for which the member has oversight responsibility. In general, the members of the Technical Committee should be technically oriented, from their agency's perspective, and able to actively contribute to the work of the committee. Specific categories for members of the Technical Committee are as follows:

- Representatives, who are the formal representatives of their agency or organization to the Technical Committee, who are expected to attend all meetings and participate in all consensus building efforts.
- Voting Representatives are the representatives of those member agencies who may vote on recommendations before the Technical Committee, and who are responsible for coordinating their agency's position and casting their agency's vote(s).
- Member agency employees, who may participate in any and all meetings and discussions as desired by their Representative.
- Guests, who are not employees of any member agency, but have been invited by a member agency, the Chairman, or the Coordinator. Guests may participate in meetings and discussions as desired by the member agency inviting them.

A Representative and one or more alternates shall be selected by each member agency. In the absence of an official designation, the senior (position) individual of the agency at any meeting is assumed to be the Representative of that agency. The Representative of each state and local member agency, or an alternate if the Representative is absent, is the Voting Representative.

9.1.9 Responsibilities

The Technical Committee shall perform all planning, conduct all investigations, and

prepare all project plans necessary to realize the mission and vision of the TRCC. Specifically required products of these activities are detailed in section 7.E of this document. Other products may be produced as necessary to fill these responsibilities.

10.1.10 Officers

The Technical Committee shall have the following officers:

- A Chairman that is responsible for calling meetings, preparing and distributing an agenda, guiding the meetings in accordance with the agenda, assuring that minutes are kept, and otherwise assuring that the committee's business is conducted in accordance with established procedures.
- A Traffic Records Coordinator (or Coordinator), who must be technically competent in all aspects of Traffic Records Systems, and who is responsible for preparing the strategic plan, planning for annual technical objectives, preparing agenda items dealing with technical issues, and otherwise guiding the committee in achieving its mission.

The Chairman and Coordinator are selected in accordance with Technical Committee procedures outlined in the following section. These may be a single individual or two separate individuals.

7 Technical Committee Procedures

These procedures address the most common needs of the Technical Committee, i.e., selection of the Chairman and Coordinator, conduct of meetings, making decisions on issues before the committee, making recommendations for improving Traffic Records System components under the members' control, and adopting new or modified procedures.

Selection of the Chairman

The chairman of the Technical Committee shall be selected from the following options, as recommended by vote of the Voting Representatives and approved by the Executive Committee: The Coordinator may serve as the Chairman, or Member agencies may appoint one of their Representatives to serve as chairman on a rotating basis.

If, after the initial selection, a change is desired, the Voting Representatives may decide annually which option to select for the upcoming federal fiscal year (October through September). If the rotating Chairmanship is selected, the rotation sequence among member agencies must be determined at that time and cannot be revoked until the rotation is completed except by unanimous agreement among the rotating member Representatives.

- ***Conduct of Technical Committee Meetings***

Technical Committee meetings shall be held at least quarterly and whenever there is business to be conducted. The time and place of the next meeting shall be established at the end of each meeting. The meetings should be held on a standard day of the month and time of day to the degree possible.

Minutes shall be prepared and distributed to all members within two weeks

after a meeting. The minutes shall contain a list of all attendees, indicating the agency represented. The minutes shall document all major issues discussed, the key points of the discussion, any actions taken, any decisions made, and recommendations formed with respect to the issues. The minutes of each meeting shall be formally reviewed, corrected, and approved at the next meeting.

Technical Committee meetings shall be conducted in accordance with Robert's Rules of Order.

Decisions shall be made by consensus of all present member Representatives, when possible, unless specified otherwise in these procedures. If consensus cannot be reached for formal recommendations to the Executive Committee, decisions shall be made by vote of the Voting Representatives. No formal recommendations may be made, or votes taken unless a quorum is present. A quorum is defined to be 50% of current Voting Representatives or an authorized alternate. All official decisions are by a simple majority of the vote unless otherwise explicitly required in written procedures for the business at hand.

The Chairman and Coordinator have no vote on business matters before the Technical Committee, except in the case of a tie. The Chairman shall cast the tie-breaking vote on non-technical and Technical Committee procedure matters. The Coordinator shall cast the tie-breaking vote on technical matters. Each state member and local member category has the number of votes assigned elsewhere in this document.

- *Number of Votes Assigned Member Agencies*

For the purposes of voting on issues before the Technical Committee, the following member Agencies, or categories of member agencies, are assigned the number of votes indicated.

- Governor' s Office of Highway Safety - 1 vote
- Department of Driver Services - 1 vote
- Department of Transportation - 1 vote
- Department of Public Health, Injury Prevention - 1 vote
- Department of Public Health, Office of EMS and Trauma - 1 vote
- Department of Public Health, Office of Health Indicators for Planning - 1 vote
- Department of Public Safety - 1 vote
- Police Departments - 1 vote
- Sheriff Offices - 1 vote
- Administrative Office of the Courts - 1 vote
- Prosecuting Attorneys' Council - 1 vote
- Local Traffic/Road Engineering Agencies - 1 vote
- Local EMS Providers - 1 vote

Each voting member, or category of members, may vote on any issue before the

Technical Committee. Members of the categories (Local Enforcement, Traffic Engineering, EMS Providers, etc.) must decide among themselves how to cast their votes. There must be at least two members of the category present or having provided written voting instructions in order to cast two votes. If only a single member agency of the category is present, and no written voting instructions are available from absent member(s), only one vote may be cast. If the issue to be voted upon has no direct impact on an agency, they may not be permitted to vote. Those cases will be determined by the Chairman on an issue-by-issue basis.

Voting/non-voting status and the assigned number of votes for each member/category may be changed as with any other Technical Committee procedure, i.e., any member, the Chairman, or the Coordinator may propose a change, the recommendation must be approved by the current voting members, and the Executive Committee must approve the change.

- ***Subcommittees***

From time to time, subcommittees will be required to conduct the more detailed aspects of the Technical Committee's business. Establishment of a subcommittee shall require the approval of the member Representatives. After approval, the individuals to serve on these subcommittees will be selected jointly by the Chairman and Coordinator. The Chairman shall have final authority if the subcommittee will address a non-technical matter. The Coordinator shall have final authority if the subcommittee will address a technical matter. To the degree feasible and appropriate, all categories of member agencies should be represented on subcommittees.

- ***Traffic Record System/Component Recommendations***

The Technical Committee shall recommend a long-range Strategic Plan and year-to-year specific improvement projects for the State's Traffic Record Systems; both aimed at achieving the vision set forth herein. In many, if not most cases, the specific projects involve multiple agencies and multiple components of at least one Traffic Records System. In all cases, one or more member agencies must agree to the recommended project and find a way to implement the improvement.

The primary Technical Committee recommendations to member agencies shall take the form of a single long-range Strategic Plan and an Annual Plan each year identifying specific projects to be addressed that year.

The Strategic Plan is developed once, approved by the Technical Committee's Voting Representatives, and updated annually along with the Annual Plan.

Once a complete and approved Strategic Plan is in place, the procedure for accomplishing this objective is:

- In November of each year, the Coordinator prepares an update to the Strategic Plan(if needed), a draft Annual Plan for the upcoming year, and a report of progress and status for the current year's activities. These items are

submitted to the Technical Committee at its November meeting. Funding requirements for each proposed program and suggested responsibility shall be included in the draft Annual Plan.

- During the November-December time frame, each Voting Representative shall present the draft Annual Plan to their agency's management and determine the agency's position on those elements directly affecting the agency. Primary and alternate funding possibilities shall specifically be addressed in these discussions. The Coordinator should be involved in these discussions when beneficial.
- The Technical Committee shall deliberate the content of the Annual Plan at its December meeting. Results of internal agency discussions shall be presented. Finally, the Technical Committee shall determine changes to be made to the Annual Plan.

The Coordinator shall make the required changes and provide to all member Representatives as quickly as possible. The Technical Committee shall vote on the Plan at its January meeting. The approved Plan shall be sent to the Executive Committee, with a formal request from the Chairman and Coordinator for support of the program.

During the course of the year, if either the Technical Committee or a member agency feels the need for additional recommendations, a similar process shall be followed, i.e.:

- The requested recommendation shall be presented to the Technical Committee by the Chairman, Coordinator, or member Representative who has identified the need.
- The Coordinator, working in concert with the originator, shall investigate and develop necessary documents, plans, etc. needed to formalize the recommendation.
- The recommendation shall be presented internally to each member agency by the agency's Representative to develop a position, identify funding needs and possible sources, etc., as appropriate. The originator and/or Coordinator should be involved as beneficial.
- The Technical Committee shall deliberate the recommendation at its next meeting, receive input from all member Representatives, and determine necessary changes.
- After making all required changes, the Coordinator shall distribute the recommendation to all member Representatives as soon as possible. The Technical Committee shall decide on the recommendation at the next Technical Committee meeting.
- Approved Recommendations shall be sent to the Executive Committee, with a formal request from the Chairman and Coordinator for approval and support.

When time is critically short, the above process can be shortened through the use of e-mail for distribution of documents, and votes by either or both the Technical and Executive Committee may be conducted via e-mail.

8 Certification and Signature

I hereby certify that this is the current TRCC Charter, as approved by the TRCC Executive Committee.



Director Allen Poole
Chairman
TRCC Executive Committee

Date 5-6-19

Appendix 2: Georgia TRCC Members

Georgia Traffic Records Executive Committee	
Georgia Governor's Office of Highway Safety	Allen Poole , Director, TRCC Executive Committee Chairman
Georgia Department of Transportation Core Data System(s): Crash & Roadway	Russell McMurry , Commissioner
Georgia Department of Driver Services Core Data System: Driver	Spencer Moore , Commissioner
Georgia Department of Public Health Core Data System: Injury Surveillance	Lisa Dawson , Director of Injury Prevention
Prosecuting Attorneys' Council of Georgia Core Data System: Adjudication	Peter J. Skandalakis , Executive Director
Georgia Department of Revenue Core Data System: Vehicle	Robyn Crittendon , Interim Commissioner
Georgia Department of Public Safety Core Data System(s): Crash & Citation	Col. Chris Wright , Commissioner
Georgia Association of Chief Police Core Data System(s): Crash & Citation	A.A. "Butch" Ayers , Executive Director
Georgia Sheriffs Association Core Data System(s): Crash & Citation	J. Terry Norris , Executive Director
Administrative Office of the Courts (AOC) Core Data System: Citation & Adjudication	Darron J. Enns , Esq., Policy Analyst
National Highway Traffic Safety Administration (NHTSA)	Carmen Hayes , NHTSA Region 4, Regional Administrator
Federal Highway Administration (FHWA)	Moises Marrero , Georgia Division Administrator
Federal Motor Carrier Safety Administration (FMCSA)	Danny McPeters , Georgia Division Administrator

Georgia Traffic Records Technical Committee


Georgia Department of Transportation Core Data System(s): Crash & Roadway	Dave Adams , State Safety Program Manager Brian Vann , Assistant State Safety Data Manager
Georgia Department of Driver Services Core Data System: Driver	Selena Norris , Business Process Analysis Manager Mechelle Cooper , GECPS, Court Auditor
Georgia Department of Public Health Core Data System: Injury Surveillance	<u>Office of EMS and Trauma</u> Michael Johnson , Director, GA Office of EMS & Trauma Marie Probst , State Trauma Registrar Dipti Patel , EMS Data Manager Danlin Luo , Trauma Epidemiologist Ashton Harris , EMS Epidemiologist <u>Office of Health Indicators for Planning (OHIP)</u> David Austin , Director of Data Quality & Analysis Team <u>Injury Prevention Program</u> Lisa Dawson , Director Injury Prevention Denise Yeager , CODES Manager and Lead/Data Evaluation Patricia Daniel , CODES Program Consultant Ibrahim Suleiman , CODES Program Consultant Sanam Chaudhary , CODES Quality Assurance Specialist Phillip Hudson , Biostatistician
Georgia Department of Revenue Core Data System: Vehicle	Ram Godthi , Senior Manager, Motor Vehicle Application Development & Support
Injury Prevention Research Center at Emory (IPRCE) Core Data System: Injury Surveillance	Dr. Jonathan Rupp , IPRCE Executive Associate Director
Judicial Council of Georgia / Administrative Office of the Courts Core Data System: Citation & Adjudication	Michael Neuren , IT Programs Manager Amber Range , Systems Analyst
Consultants	Bob Dallas , Consultant Lexis Nexis Lila Ralston , Consultant
University of Georgia- Traffic Safety Research and Evaluation Group	Heather Padilla , Director Ansley Kasha , Project Director
National Highway Traffic Safety Administration	Carmen Hayes , NHTSA Region 4, Regional Administrator
Georgia Governor's Office of Highway Safety	Jared Eaves , Strategic Planning Operations Manager Tanya Renaud , Georgia Traffic Records Coordinator Roger Hayes , Director, Law Enforcement Services Emerson Lundy , Law Enforcement Liaison Shenee Bryan , Contracted Epidemiologist


Appendix 3: Georgia TRCC Meetings


Georgia Traffic Records	
Executive Committee	Technical Committee
<ul style="list-style-type: none">• October 27, 2022• May 31, 2023	<ul style="list-style-type: none">• July 13, 2022• September 14, 2022• November 2, 2022• January 11, 2023• March 8, 2023 (in-person)• May 10, 2023


Appendix 4: FFY 2022 Traffic Records Projects


These projects will address the 2019 Traffic Records Assessment recommendations in progress.


	Project Title	Status	Lead Agency	405c TR Funded
	Georgia Traffic Records Program	In Process	GOHS	Yes
Project Description	This project uses NHTSA Section 405(c) funds to fund the GOHS GA Traffic Records program staff and traffic records information systems' projects to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of Georgia's traffic records data.			
Project Objective	To improve the accuracy, timeliness, accessibility, integration, & uniformity of the Georgia traffic records information system			
Traffic Records System Components				


	Project Title	Status	Lead Agency	405c TR Funded
	OEMS GEMSIS Elite	In Process	Georgia Department of Public Health	Yes
Project Description	The Georgia Office of EMS and Trauma (OEMS) developed the Georgia Emergency Medical Services Information System (GEMSIS) as Georgia's pre-hospital care reporting system. This project uses NHTSA Section 405c funds to maintain the Georgia Emergency Medical Services Information System (GEMSIS) in NEMSIS v3.4.0, to archive the NEMSIS 2.2.1 data, begin work to prepare GEMSIS for NEMSIS v3.5., maintain GEMSIS Datamart, and progress towards achieving the time-to-care metric through deterministic linking of EMS data.			
Project Objective	To improve the accuracy of EMS patient care reports via GEMSIS Elite training and to link EMS data on patients with critical injuries in motor vehicle crashes with GDOTs crash database via deterministic data linking of crash, EMS and trauma registry reports using the system of care armbands.			
Traffic Records System Components				


	Project Title	Status	Lead Agency	405c TR Funded
	GECPS Outreach	In Process	Georgia Department of Driver Services	Yes
Project Description	This project provides a secure and accurate method of electronic transmission of conviction data from Georgia courts to the State within 10 days of adjudication as well as trains and educates courts on the Georgia Electronic Conviction Processing System (GECPS) for this purpose. This project continues to support Georgia courts and law enforcement by continuing to provide additional functionality/enhancements to the GECPS system for electronic submission of conviction processing.			
Project Objective	Reduce error rates by identifying and targeting courts that require additional training and technical assistance by studying errors and by attending to court support requests.			
Traffic Records System Components				


	Project Title	Status	Lead Agency	405c TR Funded
	Support for CODES Crash Data Linkage	In Process	Georgia Department of Public Health	Yes
Project Description	The Georgia Crash Outcome Data Evaluation System (CODES) project uses probabilistic techniques to link crash data, injury surveillance data and other traffic records data. This project creates linked data for analysis by Georgia's highway safety partners to improve the accuracy and integration of the state's traffic records data in direct support of NHTSA's performance measure criteria. This provides a path for public health, highway safety, and other partners to collaborate on the prevention of crashes.			
Project Objective	To develop and maintain relationships with data owners, users, and injury prevention stakeholders to link crash data and other injury surveillance data as well as to promote the creation and use of integrated datasets.			
Traffic Records System Components				



	Project Title	Status	Lead Agency	405c TR Funded
	Numetric	In Process	Georgia Department of Transportation	No
Project Description	Georgia is developing tools through Numetric to improve the analysis of the state's crash database. This software data analytics application provides graphical, tabular, and spatial tools to explore crash data in a GIS interface to pinpoint the root causes of crashes and identify the best countermeasures. Additionally, network screening is offered to rank segments, curves, and intersections by the attributes that matter most to Georgia traffic safety stakeholders as well as access to workbooks with customizable static reports, dashboards, and analytics tools.			
Project Objective	To improve the user experience and advance the state's ability to analyze data and identify appropriate countermeasures as well as enable our law enforcement liaisons to work with individual law enforcement agencies to improve the timeliness, accuracy, and completeness of their crash reports.			
Traffic Records System Components				

	Project Title	Status	Lead Agency	405c TR Funded
	DRIVES	In Process	Georgia Department of Revenue Georgia Department of Driver Services	No
Project Description	The Georgia Department of Revenue (DOR) and the Department of Driver Services are implementing a joint modernization system, known as Georgia DRIVES (Driver Record and Integrated Vehicle Enterprise System), to transform the way Georgia provides driver licensing, vehicle registration, and titling system services.			
Project Objective	To ensure consistent customer data and improve the accuracy of driver information between the two agencies that support driver functions.			
Traffic Records System Components				

	Project Title	Status	Lead Agency	405c TR Funded
	LEA Technology Grant GACP	In Process	Georgia Association Chiefs of Police	Yes
Project Description	The GACP will provide select law enforcement agencies with computer hardware (mobile data units) needed to submit crash reports electronically to the state through the GEARS system. This project will also provide funds for the mounting of these units into patrol vehicles as well as printers to be placed in the vehicles for the purpose of printing electronic crash reports.			
Project Objective	To improve crash reporting accuracy by law enforcement agencies through electronic crash reporting that will validate, detect, and prevent errors at the point of data entry. Improve the timeliness of crash reports submitted to GEARS by replacing paper records with electronic records.			
Traffic Records System Components				

	Project Title	Status	Lead Agency	405c TR Funded
	OASIS	In Process	Georgia Department of Public Health	Yes
Project Description	The Online Analytical Statistical Information System (OASIS), DPH's query system, provides online access to data visualizations. Data services to partners are supported using the departmental data warehouse with stewardship of the latest Hospital Discharge, ER Visit, Death, Population and MV Crash data (if authorized by GDOT). Value-additions included data quality controls, calculated variables such as injury severity scores, and geography variables. Updates will include injury severity cross-validations and population changes due to Census 2020.			
Project Objective	To improve the accessibility, completeness, and quality of Georgia's traffic records system by enhancing the OASIS data repository with additional health and demographic indicators, updated data sets, cross-source quality checks and new ways of visualizing data.			
Traffic Records System Components				

	Project Title	Status	Lead Agency	405c TR Funded
	Crash Report Quality Oversight Training Program	Not Started	Georgia Public Safety Training Center	Yes
Project Description	Developing a training program designed to improve efficiency, quantity & quality of crash report data collection, as well as mitigating post-secondary crashes due to delays in gathering data during active crash investigations.			
Project Objective	To improve crash reporting accuracy by law enforcement agencies through a combination of on-line training, creating a block of instruction within existing training, creating an additional training course utilizing aerial mapping technology & training offered through the TEN's.			
Traffic Records System Components				

	Project Title	Status	Lead Agency	405c TR Funded
	Traffic Analysis Epidemiologist	Not Started	Georgia Department of Driver Services	Yes
Project Description	Support a Traffic Data Analysis Epidemiologist dedicated to analyzing and interpreting data from the Department of Driver Services databases to identify problems, recommend solutions and prepare responses for highway safety program development and implementation. This position will provide data and epidemiological analytic assistance to support highway safety, injury prevention activities at the federal, state, and local levels.			
Project Objective	To improve the accessibility, completeness, and quality of Georgia's traffic records system by developing a data dictionary, producing noncommercial datasets, and conducting data pulls for license and conviction data for linkages with other traffic records stakeholders.			
Traffic Records System Components	 			

APPENDIX 5: TRAFFIC RECORDS FFY24-FFY26 PERFORMANCE MEASURES

CRASH							
<u>Performance Area</u>	<u>Data System Performance Measure</u>	<u>Specification of how the Measure is Calculated</u>	<u>Baseline FFY2022</u>	<u>Baseline FFFY23</u>	<u>FFY 2024</u>	<u>FFY 2025</u>	<u>FFY 2026</u>
Accuracy	C-A-1: Percent of crash records with an A injury linked to a hospital record with a defined serious injury by AIS	Number of A crash records that link to a hospital discharge record with a maximum AIS score of 3 or higher/total number of crash records	33%	33%	33%	33%	33%
Integration	C-I-1: Percent of transported reported crash records linked to ED only records	Number of crash records linked to an ED record/total number of transported reported crash records	39%	40%	40%	40%	40%
	C-I-2: Percent of transported reported crash records linked to hospital discharge records	Number of crash records linked to hospital discharge records/ total number of transported reported crash records	29%	30%	30%	30%	30%
	C-I-3: Percent of transported reported crash records linked to EMS records	Number of crash records linked to EMS records/ total number of transported reported crash records	2%	3%	3%	3%	3%
VEHICLE							
<u>Performance Area</u>	<u>Data System Performance Measure</u>	<u>Specification of how the Measure is Calculated</u>	<u>Baseline FFY2022</u>	<u>Baseline FFFY23</u>	<u>FFY 2024</u>	<u>FFY 2025</u>	<u>FFY 2026</u>
Accessibility	V-X-1: Number of registered vehicles in Georgia listed publicly	Current number is posted on the registration statistics page on the Georgia Drives E-Services Site	N/A	10550055	10550055	10550055	10550055
Accuracy	V-A-1: % of vehicle records with suspected errors	Identified vehicle records that are held back to be verified due to suspected error/ total vehicle records submitted	<1%	<1%	<1%	<1%	<1%
Integration	V-I-1: Percent of motorcycle records linked to crash records	Number of motorcycle records linked to a crash records/ total number of motorcycle records	N/A	(0) during development	>0	>0	>0
DRIVER							
<u>Performance Area</u>	<u>Data System Performance Measure</u>	<u>Specification of how the Measure is Calculated</u>	<u>Baseline FFY2022</u>	<u>Baseline FFFY23</u>	<u>FFY 2024</u>	<u>FFY 2025</u>	<u>FFY 2026</u>
Accessibility	D-X-1: Number of Distracted Driver Convictions posted on the Public DDS Distracted Driver Data Report	Annual total of Distracted Driving Convictions is posted publicly on the Distracted Driving Report compiled from the DDS IT Department using 10 conviction codes	50,963	50,963	50,963	50,963	50,963
	D-X-2: Number of updated Driver Reports Publicly available	The public facing DDS Reports site actively updates the following reports with the most recent available data: The Driver Summary Report, DUI Data, Distracted Driving, "Move Over" Data, Reckless Driving Data, and Commercial Driver's License Driver Shortages	6	6	6	6	6
Integration	D-I-1: Total number of crash and driver integration projects	Number of CODES data linkage projects linking crash and driver	1	1	1	1	1

CITATION/ ADJUDICATION							
Performance Area	Data System Performance Measure	Specification of how the Measure is Calculated	Baseline FFY2022	Baseline FFFY23	FFY 2024	FFY 2025	FFY 2026
Accessibility	C/A-X-1: Average number of convictions reported monthly to GECPS that are posted on the Public DDS Traffic Convictions Report site.	Average total convictions submitted to GECPS are reported monthly. They are shared publicly online, monthly, in the DDS Monthly Traffic Convictions Report.	41,985	41,985	41,985	41,985	41,985
	C/A-X-2: Average number of FTA's received monthly	Average total FTA 's submitted to GECPS from courts.	14,800	14,800	14,800	14,800	14,800
Accuracy	C/A-A-1: Maintain a error rate for citations below the GOHS established 5% minimum.	Error Rate is reported in the Error Resolution Summary Report. It is based on total citations sent in by each court for the month and the percentage that was returned in error.	2.81%	<5%	<5%	<5%	<5%
Completeness	C/A-C-1: Number of courts submitting citations with no missing mandatory data elements developed by the AOC *see Citation & Adjudication Component	Measure completeness by dividing the number of records missing no mandatory data elements by the total number of records entered into the database. *see AOC Update	70	70	70	70	70
Integration	C/A-I-1: Percent of crash citations with a DUI code linked to a DDS conviction.	Percent of crash citations with a DUI code linked to DDS conviction.	N/A	(0) during development	>0	>0	>0
Timeliness	C/A-T-1: Average percent of convictions reported through GECPS late (>10 days)	Total number convictions reported to GECPS 11 days or more/ Total number of convictions reported through GECPS	18.45%	<18.45%	<18.45%	<18.45%	<18.45%
Uniformity	C/A-U-1: Number of courts submitting citations according to uniform standards developed by the AOC *see Citation & Adjudication Component	Annually compile number of courts entering citations according to uniform standards developed by AOC. *see AOC Update	609	609	609	609	609

The State of Georgia has a non-unified court system where local courts are autonomous. Georgia's decentralized court system includes around 1,100 courts at all levels with traffic jurisdiction. As a result, courts use proprietary case management systems that are, for the most part, not interoperable with other courts in the State. These courts account for most traffic adjudications within the State. Each local court bears responsibility to securely and accurately transmit traffic case conviction data electronically to the Georgia Department of Driver Services (DDS). Georgia's driver data system receives data from other systems, including the reporting of citations and their dispositions through the Georgia Electronic Conviction Processing System (GECPS) interface. The Judicial Council of Georgia/Administrative Office of the Courts (AOC) does not provide a case management system for the traffic courts, nor does it currently maintain a centralized database for traffic case data. Recently enacted and signed S.B. 272 (2023) granted the AOC the responsibility for implementation and continued maintenance of uniform standards for case management, data collection and transmission. The AOC, with the Criminal Case Data Exchange Board, will regularly review and update uniform standards for the software used to collect and transmit criminal history data between local and state criminal justice agencies. Requirements for court applications will include mandatory data elements and acceptable entries for each element drawn from standardized tables. These requirements will be integrated into the software to ensure that data transmissions are complete, accurate, and accessible to the appropriate parties. The AOC will train and educate court staff on streamlining prosecution of traffic citations, improve tracking of citations and convictions to the GECPS system, decreasing errors, and contributing to data collection toward the state's goals of decreasing crashes, injuries, and fatalities.

INJURY SURVEILLANCE EMS							
Performance Area	Data System Performance Measure	Specification of how the Measure is Calculated	Baseline FFY2022	Baseline FFFY23	FFY 2024	FFY 2025	FFY 2026
Accuracy	I-A-1: Percent of EMS patient care reports with no errors in critical data elements.	Validity score is used to assess the accuracy, completeness, and uniformity of the data that is entered in GEMSIS Elite. GEMSIS Elite consists of validation rules which are business logic rules and a point value is assigned to each validation rule.	99.03%	99.03%	99.03%	99.03%	99.03%
Completeness	I-C-1: Percent of EMS patient care reports with no missing critical data elements.		99.03%	99.03%	99.03%	99.03%	99.03%
	I-C-2: Percent of EMS patient care reports with no missing data elements.		99.03%	99.03%	99.03%	99.03%	99.03%
	I-C-3: Percent of unknowns or blanks in critical data elements for which unknown is not an acceptable value.		99.03%	99.03%	99.03%	99.03%	99.03%
Integration	I-I-1: Percent of appropriate records in the EMS file that are linked to another system or file.	Records in GEMSIS Elite that are linked to other EMS systems such as Georgia Patient Registry, Hospital Hub and biospatial/ total records	99.03%	99.03%	99.03%	99.03%	99.03%
Timeliness	I-T-1: The median or mean number of hours from (a) the date of an EMS run to (b) the date when the EMS patient care report is entered into the database.	5 points are deducted from data submitted into GEMSIS Elite if the back in service time is more than 36 hours after the call started. Rule ID: 2413 = Unit Back in Service (eTimes.13) is more than 36 hours after Unit Notified by Dispatch (eTimes.03)	187.58 hours	<187.58 hours	<187.58 hours	<187.58 hours	<187.58 hours
Uniformity	I-U-1: Percent of records on the State EMS data file that are compliant with National Emergency Medical Service Information System (NEMSIS).	The uniformity of the data submitted to GEMSIS Elite is determined by ensuring that the times listed on patient care reports are in a logical sequence based on the element definition.	99.03	99.03	99.03	99.03	99.03
	I-U-2: The number of records on the State EMS data file that are NEMSIS compliant.		99.03	99.03	99.03	99.03	99.03
INJURY SURVEILLANCE TRAUMA							
Performance Area	Data System Performance Measure	Specification of how the Measure is Calculated	Baseline FFY2022	Baseline FFFY23	FFY 2024	FFY 2025	FFY 2026
Accuracy	T-A-1: The percentage of trauma records with no errors in the ICD-10 E-Code data element.	The percentage of trauma records with no errors in the ICD-10 E-Code data element.	99.30%	99.30%	99.30%	99.30%	99.30%
Completeness	T-C-1: The percentage of trauma records with no missing data in the EMS Dispatch date and time and the ED Arrival date and time data elements (S group).	The percentage of trauma records with no missing data in the EMS Dispatch date and time and the ED Arrival date and time data elements (S group).	91.00%	91.00%	91.00%	91.00%	91.00%
	T-C-2: The percentage of trauma records with no missing data in the Referring Hospital arrival date and time data elements (R group) (CY2022-present).	The percentage of trauma records with no missing data in the Referring Hospital arrival date and time data elements (R group) (CY2022-present).	66.10%	66.10%	66.10%	66.10%	66.10%

	T-C-3: The percentage of trauma records with no missing data in the Injury Severity Score Total data element.	The percentage of trauma records with no missing data in the Injury Severity Score Total data element.	99.80%	99.80%	99.80%	99.80%	99.80%
Integration	T-I-1: The percentage of appropriate records in the trauma registry data base that are linked to another system or file.	The percentage of appropriate records in the trauma registry data base that are linked to another system or file/ total records	60.70%	60.70%	60.70%	60.70%	60.70%
Timeliness	T-T-1: The median number of days from the date the patient was discharged to the date the trauma record was entered and closed.	The median number of days from (a) the date the patient was discharged to (b) the date the trauma record was entered and closed.	44 Days	44 Days	44 Days	44 Days	44 Days
	T-T-2: The percentage of trauma record closure rate within 60 days of discharge date.	Trauma record closure rate within 60 days of discharge date/ total Trauma records	72.20%	72.20%	72.20%	72.20%	72.20%
Uniformity	T-U-1: The number of trauma compliant data elements	The number of trauma compliant data elements imported into the trauma registry or obtained via linkage to other database.	(0) during development	>0	>0	>0	>0

INJURY SURVEILLANCE ED/ HOSPITAL

<u>Performance Area</u>	<u>Data System Performance Measure</u>	<u>Specification of how the Measure is Calculated</u>	<u>Baseline FFY2022</u>	<u>Baseline FFFY23</u>	<u>FFY 2024</u>	<u>FFY 2025</u>	<u>FFY 2026</u>
Accessibility	E-X-1: Number of new classifiers in the updated OASIS interface	Number of new classifiers for hospitalizations/ER visits due to MV crashes by vehicle type and person (pedestrian etc.), roadway type including off-road, and intent	(0) during development	(0) during development	3	6	9
Completeness	E-C-1: Number of Social Vulnerability Index (SVI) interfaces on 2020 Geographies	Number of locations w/ SVI	NA	In process	In process	3	3
Integration	E-I-1: Total (percent) of ED/hospital records linked to trauma records	Number of MV ED/hospital records linked to MV EMS and crash records/total number of ED/hospital records	77.50%	78%	78%	78%	78%
Timeliness	E-T-1: Decrease time to supply annual ED/hospital data to internal partners	Months difference between last day of a quarter and the date of data supply to CODES after receiving it from GHA	1 year	4 months	4 months	3 months	3 months

Appendix 6: Update to Traffic Records Assessment Recommendations

GEORGIA TRAFFIC RECORDS ASSESSMENT RECOMMENDATIONS JULY 2023

DATA SYSTEM	REC NUMBER	RECOMMENDATION	Non-Implemented	Some Progress	Significant Progress	Complete	NOTES
Crash	1	Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.			X		<p>Georgia has developed several additional data quality control queries to identify data errors for each law enforcement agency in the state. The queries are run each month, and error rates are shared with agencies through our law enforcement liaisons. The queries were built through collaboration between the GDOT, GOHS and the TRCC Technical Committee. SHSP and HSIP have been coordinated and the required reports have been completed to fulfil required recommendations.</p> <p><i>Note: Refer to FFY 2023 Traffic Records Projects Numetric and LEA Technology Grant GACP.</i></p>
	2	Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.			X		<p>Georgia has advanced our partnership with Numetric Inc. This software data analytics application provides graphical, tabular, and spatial tools to improve user experience and advance the state's ability to analyze data and identify appropriate countermeasures. We have added a public dashboard and provided access to the full software suite to our highway safety partners. GDOT has updated the boundary data, updated the social vulnerability index data, added the 2021 data, improved query definitions (such as distracted driving), and conducted multiple training sessions over the previous year.</p> <p><i>Note: Refer to FFY 2023 Traffic Records Projects Numetric and LEA Technology Grant GACP.</i></p>

GEORGIA TRAFFIC RECORDS ASSESSMENT RECOMMENDATIONS JULY 2023

DATA SYSTEM	REC NUMBER	RECOMMENDATION	Non-Implemented	Some Progress	Significant Progress	Complete	NOTES
Vehicle	3	Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.	X				<p>The Georgia Department of Revenue (DOR) deployed a major transformation of its' business systems in January 2021. Georgia DRIVES (Driver Record and Integrated Vehicle Enterprise System) will modernize the vehicle registration and titling system and integrate this system with the Department of Driver Services System. This project is currently in progress.</p> <p>Ram Godthi, Senior Manager, Motor Vehicle Application Development & Support at the Georgia Department of Revenue actively participates in the TRCC providing updates at our FFY 2023 TRCC Technical Committee meetings.</p>
	4	Program Assessment Advisory.	X				
	5	Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.		X			

GEORGIA TRAFFIC RECORDS ASSESSMENT RECOMMENDATIONS JULY 2023

DATA SYSTEM	REC NUMBER	RECOMMENDATION	Non-Implemented	Some Progress	Significant Progress	Complete	NOTES
Driver	6	Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.			X		Georgia deployed a major transformation of its' business systems in coordination with the Georgia Department of Revenue in January 2021. The new system, Driver Record and Integrated Vehicle Enterprise System (DRIVES) incorporated all driver related data and processes into a single system. The DRIVES system provides programmatic controls to help ensure data is properly created, updated, and shared.
	7	Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.			X		<p>Timeliness measures are calculated by taking the monthly averages. The 12 month CDL on-time submission percentage for 7/1/2022-6/30/2023 was 87.82%, a 22% improvement from 65% in 2020. This can be attributed to ongoing training and auditing efforts.</p> <p>Error rate measures are calculated by taking the average number of citations rejected per month. The submission error rate from the courts over the last 12 months is 2.72%, an improvement from the previous year.</p> <p>DDS conducted trainings for 1085 clerks and 369 Judges over 32 training sessions. DDS also conducted 99 court audits.</p> <p><i>All DDS interfaces have been modernized and reflective of current industry best practices.</i></p>

GEORGIA TRAFFIC RECORDS ASSESSMENT RECOMMENDATIONS JULY 2023

DATA SYSTEM	REC NUMBER	RECOMMENDATION	Non-Implemented	Some Progress	Significant Progress	Complete	NOTES
Roadway	8	Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic records Program Assessment Advisory.			X		Georgia has updated traffic data and removed most overlapped segments in GIS. We have loaded our intersection locations for initial screening and evaluation. We have updated our crash mapping approach to focus on crash severity. These changes are being loaded our Numetric platform that is being used by more than 400 users statewide. <i>Note: Refer to FFY 2023 Traffic Records Projects Numetric.</i>
	9	Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.		X			Georgia is reviewing the attributes and updating process documents and the data dictionary to ensure that our editing processes are reflective of the standards of MIRE. MIRE implementation continues as planned. <i>Note: Refer to FFY 2023 Traffic Records Projects Numetric.</i>
	10	Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.		X			Georgia has updated their process documents to include a more defined/thorough QC process so that all updating is aligned with federal standards. MIRE implementation and documentation is ongoing. <i>Note: Refer to FFY 2023 Traffic Records Projects Numetric.</i>
	11	Improve the procedures/process flows for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.		X			Georgia has updated their process documents so that all updating is aligned with federal standards.

GEORGIA TRAFFIC RECORDS ASSESSMENT RECOMMENDATIONS JULY 2023

DATA SYSTEM	REC NUMBER	RECOMMENDATION	Non-Implemented	Some Progress	Significant Progress	Complete	NOTES
Citation/ Adjudication	12	Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.	X				<p>In FFY 2023, the TRCC Technical Committee acquired 2 new members, Michael Neuren, IT Programs Manager, and Amber Range, Systems Analyst at the Judicial Council of Georgia/ Administrative Office of the Courts. The State of Georgia has a non-unified court system where local courts are autonomous. Georgia's decentralized court system includes around 1,100 courts at all levels with traffic jurisdiction. As a result, courts use proprietary case management systems that are, for the most part, not inter-operable with other courts in the State. These courts account for most traffic adjudications within the State. Each local court bears responsibility to securely and accurately transmit traffic case conviction data electronically to the Georgia Department of Driver Services (DDS). Georgia's driver data system receives data from other systems, including the reporting of citations and their dispositions through the Georgia Electronic Conviction Processing System (GECPS) interface. The Judicial Council of Georgia/Administrative Office of the Courts (AOC) does not provide a case management system for the traffic courts, nor does it currently maintain a centralized database for traffic case data. Recently enacted and signed S.B. 272 (2023) granted the AOC the responsibility for implementation and continued maintenance of uniform standards for case management, data collection and transmission. The AOC, with the Criminal Case Data Exchange Board, will regularly review and update uniform standards for the software used to collect and transmit criminal history data between local and state criminal justice agencies. Requirements for court applications will include mandatory data elements and acceptable entries for each element drawn from standardized tables. These requirements will be integrated into the software to ensure that data transmissions are complete, accurate, and accessible to the appropriate parties. The AOC will train and educate court staff on streamlining prosecution of traffic citations, improve tracking of citations and convictions to the GECPS system, decreasing errors, and contributing to data collection toward the state's goals of decreasing crashes, injuries, and fatalities.</p>
	13	Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program	X				
	14	Improve the description and contents of the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.	X				
	15	Improve the procedures/process flows for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.		X			

GEORGIA TRAFFIC RECORDS ASSESSMENT RECOMMENDATIONS JULY 2023

DATA SYSTEM	REC NUMBER	RECOMMENDATION	Non-Implemented	Some Progress	Significant Progress	Complete	NOTES
Injury Surveillance	16	Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.		X			<p>The Office of EMS and Trauma has a variety of linked platforms that provides data related to injuries to all vested stakeholders. These components include access to direct or uploaded record entries from GEMSIS Elite for EMS (existing in NEMSIS v2.2 and v3.4 platforms). Trauma registry data is now being submitted to Biospatial for data visualization. The integration of Biospatial has allowed the visualization of EMS data and Trauma Registry data for all EMS, Trauma Centers, The Department of Public Health, and all other vested stakeholders.</p> <p>Data is collected from the hospital's emergency departments, discharge records, trauma registry, and vital records through the OASIS dashboard. The OASIS (Online Analytical Statistical Information System) offers access to summarized data to the public and professional audience.</p> <p>The trauma registry's current data set is NTDB compliant and available for analysis that includes severity. The reports are provided on request and for focused projects. The registry has a formal data dictionary but presently offers a limited means of EMS interface. It should be noted that the OEMS/T is in the process of implementing a new platform that will link Trauma and EMS data and will be available to Trauma Facilities.</p> <p>The trauma registry has made it easier to maintain data for all designated trauma facilities, and records are uploaded into the CDC data query program (WISQARS). <i>Note: Refer to FFY 20223 Traffic Records Projects - OEMS GEMSIS Elite, OASIS, and Support for CODES Crash Data Linkage. The FFY 2023 quantitative progress reports are included in Appendix 7.</i></p>
	17	Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.			X		<p>Armband Pilot Project went live on April 11th, 2023 in EMS Region 2. EMS Agencies using the armband and OEMST team are monitoring the armband number received in GEMSIS Elite and other EMS Systems. Some minor internal changes in GEMSIS Elite and other EMS Systems are being made to properly display the armband and other patient identifiers collected by EMS Agencies.</p> <p><i>Note: Refer to FFY 2023 Traffic Records Projects - OEMS GEMSIS Elite, OASIS, and Support for CODES Crash Data Linkage. The FFY 2023 quantitative progress reports are included in Appendix 7.</i></p>

Appendix 7: Quantitative Progress Reports

Section 405c Quantitative Progress Report

State: GA Report Date: 4/1/2023 Submitted by: Dipti Patel

Regional Reviewer:

System to be Impacted	<input type="checkbox"/> CRASH <input type="checkbox"/> DRIVER <input type="checkbox"/> VEHICLE <input type="checkbox"/> ROADWAY <input type="checkbox"/> CITATION/ADJUDICATION <input checked="" type="checkbox"/> EMS/INJURY OTHER specify:
Performance Area(s) to be Impacted	<input checked="" type="checkbox"/> ACCURACY <input checked="" type="checkbox"/> TIMELINESS <input checked="" type="checkbox"/> COMPLETENESS <input type="checkbox"/> ACCESSIBILITY <input checked="" type="checkbox"/> UNIFORMITY <input type="checkbox"/> INTEGRATION OTHER specify:
Performance Measure used to track Improvement(s)	<p>Narrative Description of the Measure</p> <p>Increase the average incident validity score for all calls submitted to GEMSIS Elite.</p> <p>Validity score is a method to assess the accuracy, completeness, and uniformity of the data that is entered in GEMSIS Elite. Some rules even address timeliness. GEMSIS Elite currently has 317 active validation rules in place – these validations, or business logic, rules are assigned point values based on the relative importance of the respective rule. Most (n = 230) rules have a point value of 1. A point value of 1 means that if that rule is triggered, then that record loses 1 point – all records start at a score of 100, and each validation rule reduces the validation score. Agencies are required to maintain an average validation score of 95 or above on calls submitted. Agencies are also required to monitor their data on a weekly basis for accuracy, completeness, uniformity, and timeliness.</p> <p>Accuracy Validation Rule Example(s): The following rules address the accuracy of the data in GEMSIS Elite by not allowing conflicting values (e.g., for eResponse.08 – Type of Dispatch Delay, you can’t answer both “Technical Failure” and “None/No Delay”).</p> <ul style="list-style-type: none"> • Rule ID: 532 = Type of Dispatch Delay (eResponse.08) has conflicting values (1 point) • Rule ID: 533 = Type of Response Delay (eResponse.09) has conflicting values. (1 point) • Rule ID: 534 = Type of Scene Delay (eResponse.10) is required when scene time greater than 10 minutes (1 point) • Rule ID: 535 = Type of Transport Delay (eResponse.11) has conflicting values (1 point) • Rule ID: 536 = Type of Turn-Around Delay (eResponse.12) has conflicting values (1 point) <p>Timeliness Validation Rule Example(s): The following rule addresses the timeliness of the data submitted to GEMSIS Elite, by deducting 5 points if the back in service time is more than 36 hours after the call started – this is usually due to the crew neglecting to show that the unit is in service, which delays the submission of the data to GEMSIS Elite.</p> <ul style="list-style-type: none"> • Rule ID: 2413 = Unit Back in Service (eTimes.13) is more than 36 hours after Unit Notified by Dispatch (eTimes.03) (5 points) <p>Completeness Validation Rule Example(s): The following rules address the completeness of the data submitted to GEMSIS Elite.</p>

	<ul style="list-style-type: none"> • Rule ID: 483 = Incident Street Address (eScene.15) is required (1 point) • Rule ID: 486 = Unit Cancelled Date/Time (eTimes.14) is required on cancellations (1 point) • Rule ID: 491 = Destination County (eDisposition.06) is required on transports (1 point) • Rule ID: 492 = Destination Zip Code (eDisposition.07) is required on transports (1 point) <p>Uniformity Validation Rule Example(s): The following rules address the uniformity of the data by ensuring that the times listed on patient care reports are in a logical sequence based on the element definition.</p> <ul style="list-style-type: none"> • Rule ID: 440 = PSAP Call Date/Time (eTimes.01) Out of Sequence (1 point) • Rule ID: 441 = Unit Notified by Dispatch Date/Time (eTimes.03) Out of Sequence (1 point) • Rule ID: 442 = Unit En Route Date/Time (eTimes.05) Out of Sequence (1 point) • Rule ID: 443 = Unit Arrived on Scene Date/Time (eTimes.06) Out of Sequence (1 point) • Rule ID: 444 = Arrived at Patient Date/Time (eTimes.07) Out of Sequence (1 point) <p>Updated Validation Rules to Address Accuracy, Completeness, Timeliness, and Uniformity</p> <p>Updates were made to current eTimes validation rules to improve documentation related to unit incident times are as follow:</p> <ul style="list-style-type: none"> • Rule ID: 440 = PSAP Call Date/Time (eTimes.01) out of sequence (1 point) (Tested Rule for upcoming NEMSIS v3.5.0 conversion) • Rule ID: 445 = Patient Arrived at Destination Date/Time (eTimes.11) out of sequence (1 point) (Rule updated to no longer compare eTimes.11 to eTimes.08). • Rule ID: 2499 = Date/Time Vital Signs Taken (eVitals.01) must occur before unit back in service time (eTime.13) (Rule inactive) • Rule ID: 3019 = Date-Time Vital Signs Taken (eVitals.01) must occur before destination Patient Transfer of Care (eTimes.12) (1 point) (Rule created to replace previous rule 2499 to improve accuracy, completeness, and timeliness due to inaccurate documentation of vitals)
<p>Relevant Project(s) in the State’s Strategic Plan</p>	<p>Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates</p> <p>OEMS GEMSIS Elite, FFY 2022-2024 Georgia Traffic Records Strategic Plan, p. 27</p>

Improvement(s) Achieved or Anticipated	Narrative of the Improvement(s) The overall average validity score improved from a baseline of 98.59 to the current value of 99.03. This improvement comes during the midst of COVID-19 when more validation rules were added (thereby increasing the chances that the validity could go down). The Office of EMS and Trauma has focused heavily on improving the data that is submitted to GEMSIS Elite. Our focus has been frequent training and communication with licensed EMS agencies and their respective software vendors. We will be revising our current rules and adding new ones based on the data element changes as part of the NEMSIS v3.5 transition.
Specification of how the Measure is calculated / estimated	Narrative Description of Calculation / Estimation Method The number of PCRs submitted to GEMSIS Elite (V3.4) was collected and the average validity score was analyzed for each month.
Date and Baseline Value for the Measure	<i>Baseline: April 1, 2021 – March 31, 2022</i> <i>PCRs entered: 2,885,100</i> <i>Average Incident Validity Score: 98.59</i>
Date and Current Value for the Measure	<i>Current: April 1, 2022 - March 31, 2023</i> <i>PCRs entered: 2,797,035</i> <i>Average Incident Validity Score: 99.03</i>
Regional Reviewer’s Conclusion	Check one <input type="checkbox"/> Measurable performance improvement <i>has</i> been documented <input type="checkbox"/> Measurable performance improvement has <i>not</i> been documented <input type="checkbox"/> Not sure
If “has not” or “not sure”: What remedial guidance have you given the State?	
Comments	

Georgia GEMSIS Elite – Average Incident Validity Score

BASELINE (April 2021 - March 2022)		
Month	Count of Incidents	Average Incident Validity Score
April - 2021	241,292	98.30
May – 2021	248,756	98.26
June – 2021	243,464	98.86
July – 2021	253,798	98.66
August – 2021	268,406	98.93
September – 2021	248,456	98.89
October – 2021	244,421	97.89
November – 2021	232,086	98.50
December – 2021	249,955	98.74
January - 2021	244,887	98.82
February – 2022	211,740	98.33
March – 2022	197,839	98.90
Overall Average Incident Validity Score		98.59
Total Incident Count		2,885,100

CURRENT (April 2022 – March 2023)		
Month	Count of Incidents	Average Incident Validity Score
April - 2022	226,232	100.00
May – 2022	238,985	100.00
June – 2022	233,913	100.00
July – 2022	240,731	99.00
August – 2022	245,161	99.00
September – 2022	234,123	99.00
October – 2022	237,449	99.00
November – 2022	230,400	99.00
December – 2022	237,544	99.00
January - 2023	236,852	99.00
February – 2023	206,965	99.00
March – 2023	228,680	99.00
Overall Average Incident Validity Score		99.03
Total Incident Count		2,797,035

See below for supporting documentation obtained from GEMSIS Elite on Aug 29 and Aug 30, 2023.

Georgia GEMSIS Elite – Average Validation Score, (April 2021-March 2022)

Incident Month Name - Year	Count of Incidents	Average Incident Unit Back In Service To Incident Record Created In Hours
April 2021	156,976	214.69
May 2021	164,291	163.50
June 2021	160,724	157.74
July 2021	169,376	146.11
August 2021	186,063	100.82
September 2021	168,760	82.68
October 2021	163,456	66.24
November 2021	152,461	54.25
December 2021	167,813	48.29
January 2022	169,673	47.08
February 2022	142,702	44.99
March 2022	135,201	18.26
Average	161,458	95.39
Grand Total	1,937,496	1,144.65

Georgia GEMSIS Elite – Average Validation Score, (April 2022-March 2023)

Incident Month Name - Year	Count of Incidents	Average Incident Validity Score	Incident Validity Score Count	Incident Validity Score Sum
April 2022	226,274	100	226,265	22,578,501
May 2022	239,054	100	239,035	23,883,460
June 2022	233,994	100	233,961	23,280,335
July 2022	240,888	99	240,880	23,784,282
August 2022	245,229	99	245,227	24,235,464
September 2022	234,308	99	234,308	23,168,192
October 2022	238,626	99	238,615	23,590,717
November 2022	232,758	99	232,756	23,001,276
December 2022	239,885	99	239,878	23,698,556
January 2023	239,868	99	239,865	23,659,393
February 2023	215,259	99	215,253	21,232,765
March 2023	241,649	99	241,632	23,825,189
Average	235,649	99	235,640	23,328,178
Grand Total	2,827,792	1,191	2,827,675	279,938,130

405(d) **IMPAIRED DRIVING (DRUG & ALCOHOL)**

According to FARS 2018-2020 data, there were 0.29 alcohol-impaired driving fatalities per 100M VMT in Georgia; therefore, Georgia is considered a “low-range” state and eligible for the 405(d) funding for FFY2024. See Appendix B for signed assurances.

405(e) DISTRACTED DRIVING

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

This section contains excerpts from the *2021 Distracted Driving Georgia Traffic Safety Facts* that are pertinent to the planning of countermeasures that will reduce the number of distraction-related fatalities. To access the full report, visit: <https://www.gahighwaysafety.org/georgia-traffic-safety-facts/>

The Injury Prevention Research Center at Emory University conducted a roadside observational survey of driver distraction—over 34,000 observations across 400 sites within 20 Georgia counties between May and July 2022. According to the 2022 Georgia Distracted Driving Observational Survey³, 16.8% of all drivers were observed to have some form of distraction while operating a motor vehicle (i.e., talking, texting, dialing, or eating). This suggests that at any point in time or location on Georgia roadways, at least 1 out of 6 drivers may be distracted. Unlike seatbelt observations, drivers are not constantly distracted throughout their travel time—each distracted driving observation is a snapshot of time and place.

In 2021, 54% of motor vehicle traffic crashes fit the criteria of having at least one confirmed or suspected distracted driver. This finding aligns with naturalistic driving studies that used video cameras and sensors installed in vehicles to determine driver risk factors seconds before a crash. According to a multi-state naturalistic study, 51.93% of all crashes involved distracted, non-impaired drivers.⁴

Among the drivers involved in motor vehicle traffic crashes, 2% were confirmed to be distracted seconds before the crash, 28% were suspected of distraction⁵, and 24% were undistracted drivers—the other 47% of drivers were not involved in distraction-related crashes. Most distraction-related crashes involved other vehicles —

- 75% of all distraction-related crashes involved at least one other vehicle besides the distracted driver.
- 25% of all distraction-related crashes were single-vehicle crashes that only involved the distracted driver’s vehicle.

Furthermore, among all single-vehicle crashes, 64% involved at least one confirmed or suspected distracted driver. Among all multi-vehicle crashes, 51% involved at least one confirmed or suspected distracted driver.

Percent of All Traffic Crashes that were Distraction-Related, 2021

Traffic Measure	2021
Crashes	
Distraction-Related Crashes	54%
<i>Confirmed</i> distraction-related crashes	4%
<i>Suspected</i> distraction-related crashes	49%
<i>Not</i> distraction-related crashes	47%
Drivers	
Drivers involved in distraction-related crashes	54%
Confirmed distracted driver	2%
Suspected distracted driver	28%
<i>Undistracted</i> driver	24%
Other drivers <i>not</i> involved in distraction-related crashes	47%

Source: CODES 2021

³ Rupp, Jonathan. 2023. "Statewide Rates of Driver Distraction: An Observational Survey of Driver Distraction in Georgia, 2022". The Injury Prevention Research Center at Emory (IPRCE), Emory University: Atlanta, Georgia.

⁴ Dingus, T. A., Guo, F., Lee, S., Antin, J. F., Perez, M., Buchanan-King, M., & Hankey, J. (2016). Driver crash risk factors and prevalence evaluation using naturalistic driving data. *Proceedings of the National Academy of Sciences*, 113(10), 2636-2641. doi:10.1073/pnas.1513271113

⁵ See Data Considerations for more information on the suspected-distracted driving definition established by the GDOT and CODES

Distraction-Related Traffic Fatalities and Serious Injuries

In 2020, 50 fatal crashes involved at least one confirmed distracted driver (3.0% of all fatal crashes) in 2021. In these confirmed distraction-related crashes, 56 fatalities occurred (3.1% of all traffic-related fatalities). The true number of distraction-related fatal crashes and fatalities is likely much higher. The table below shows the number and percent of confirmed distraction-related fatal crashes and traffic fatalities between 2017 and 2021.

Although it is challenging for law enforcement to determine whether distraction is a contributing factor in a fatal crash, the police crash report may be the only source available for this information. Therefore, the number of confirmed distraction-related fatalities and serious injuries are usually underreported.

Confirmed Distraction-Related Fatal Crashes and Traffic Fatalities, 2017-2021

Year	Confirmed Distraction-Related Fatal Crashes			Traffic Fatalities		
	Number	Percent of Total Fatal Crashes	Percent of Total Traffic Fatalities	Number	Percent of Total Traffic Fatalities	Percent of Total Traffic Fatalities
2017	1,440	5.2%	5.2%	1,540	82	5.3%
2019	1,378	3.1%	3.1%	1,492	43	2.9%
2021	1,670	3.0%	3.0%	1,797	56	3.1%

Source: FARS 2017-2021

In 2021, **29%** of all serious injury⁶ crashes involved at least one driver confirmed or suspected of distraction. The number of serious injuries that involved a confirmed distracted driver increased by 2%— from 347 serious injuries in 2020 to 354 in 2021.

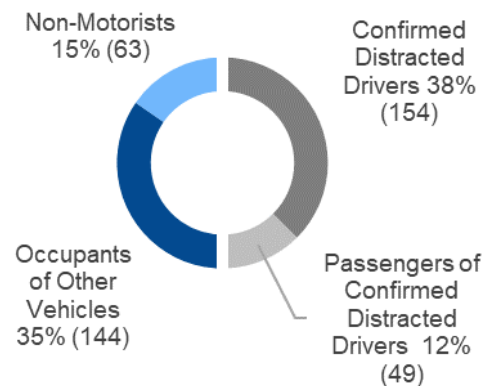
The figure shows the percent of fatalities or serious injuries involving at least one confirmed distracted driver by person type in 2021.

- 50% were in the confirmed distracted driver's vehicle (represented by gray in the figure).
 - 38% were distracted drivers themselves.
 - 12% were passengers of the distracted driver.
- 50% were occupants of other vehicles or non-motorists (represented by blue in the figure).
 - 35% were occupants of other vehicles *not* operated by the distracted driver.
 - 15% were non-motorists (i.e., pedestrians or bicyclists).

Almost two-thirds of *confirmed* distracted drivers involved in motor vehicle crashes did not have passenger occupants with them in the vehicle—64%. Thirty-six percent of confirmed distracted drivers had other passenger occupants riding with them.

Percent of Persons Fatally or Seriously Injured in Confirmed Distraction-Related Crashes by Person Type, 2021

■ Distracted vehicle
 ■ Undistracted vehicle or non-motorists



56 Fatal Injuries
 354 Serious Injuries
 Source: FARS 2021, CODES 2021

⁶ Suspected serious injuries are reported by law enforcement and used when any injury, other than fatal injury, prevents the injured person from walking, driving, or normally continuing the activities the person was capable of before the injury occurred.

ASSOCIATED PERFORMANCE MEASURES AND TARGETS

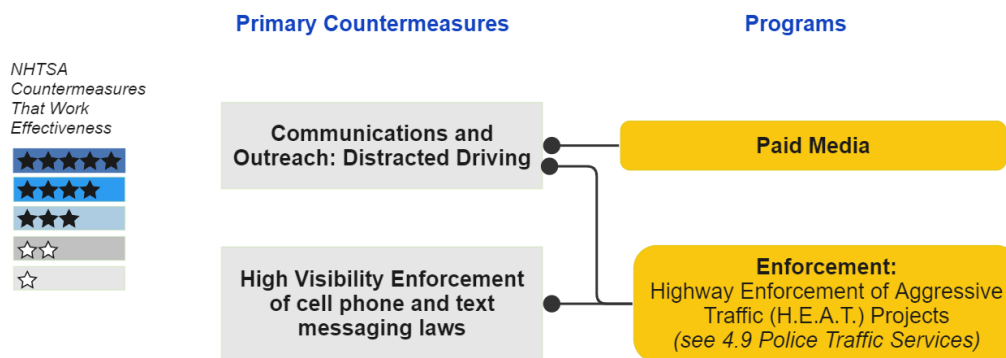
Core Outcome Measures		Baseline		Target	
		2017	2021	2020	2024
C-1*	To maintain or reduce traffic fatalities to <u>1,600*</u> (2020-2024 rolling average) by 2024.	1,600		1,600*	
C-2a*	To maintain or reduce serious injuries in traffic crashes to <u>7,109*</u> (2020-2024 rolling average) by 2024.	7,109		7,109*	
C-2b*	To maintain or reduce serious injuries per 100M VMT to <u>5.711*</u> (2020-2024 rolling average) by 2024.	5.711		5.711*	
C-3*	To maintain or reduce traffic fatalities per 100M VMT to <u>1.28*</u> (2020-2024 rolling average) by 2024.	1.28		1.28*	
C-9*	To maintain or reduce the number of young drivers involved in fatal crashes to <u>198*</u> (2020-2024 rolling average) by 2024.	198		198*	
SHSP-2	To reduce the number of distraction-related fatalities from 61 (2017-2021 rolling average) to <u>56</u> (2020-2024 rolling average) by 2024.	61		<u>56</u>	

* Target value meets §1300.11(3)(i) code for *constant or improved* target compared to baseline. However, statistical projections (data-driven approach required by §1300.11 (b)(3)(ii)) and preliminary state crash data show that the performance measure target to "maintain the baseline" is overambitious and most likely will not be met. Targets in light-blue, italicized font below are considered to be achievable targets that show progress or demonstrate improved outcomes.

PRIMARY COUNTERMEASURES

The Georgia Governor’s Office of Highway Safety will continue to apply for Section 405(e): Distracted Driving Grant Application if the state meets the eligibility criteria. The 405(e) annual application has more detailed information on preventing distracted driving countermeasures, projects, programmatic activities, sub-recipients, and other information as required. However, this section of the triennial HSP provides an overview of the prevention of distracted driving primary countermeasures that will be implemented during the FFY24-FFY26 period.

GOHS plans to continue the **Paid Media** and **Enforcement** efforts to prevent and deter distracted driving. The figure below shows the planned primary countermeasures within each program to address the growing number of distraction-related crashes, serious injuries, and fatalities on Georgia roadways.



Paid Media

Distracted driving and other risking driving behaviors remains a concern in Georgia. Nearly half of all motor vehicle traffic crashes fit the criteria of having at least one confirmed or suspected distracted driver. GOHS aims to reduce the number of distraction-related fatalities (SHSP-2). To make progress toward this goal and address these traffic safety issues, GOHS will continue to implement Paid Media Campaigns and Enforcement strategies that will reinforce safe driving practices and deter risky driving behaviors. The primary countermeasure for Paid Media is Communications and Outreach on Distracted Driving (1-star NHTSA effectiveness rating).

While this countermeasure has a NHTSA rating of less than 3-star effectiveness, the public outreach efforts through paid, earned, and owned media will be strategically aligned with the law enforcement high-visibility enforcement campaigns. Together, the campaign and enforcement efforts will deliver age-appropriate and culturally appropriate media content will remind drivers of the deadly dangers and the legal consequences of using handheld devices while driving.

The estimated FFY24-FFY26, 3-year allocation of federal funds for Distracted Driving is \$4,500,000.00 (405e).

- **Communications and Outreach: Distracted Driving**

The 'hands-free' law makes it illegal for drivers to have a phone in their hand or supported by their body when on the road, including when the vehicle is stopped for a traffic device. GOHS will continue to support the 'Connect2Disconnect' distracted driving awareness enforcement campaign with a month long buy during National Distracted Driving Awareness Month in April. GOHS will also develop a statewide media campaign using outdoor, radio, television, and digital media to promote compliance with hands-free laws and the importance of avoiding distractions behind the wheel. GOHS will continue to partner with state agencies, local communities, and highway-safety related non-profit groups to promote distracted driving awareness and prevention with earned media events and year-round social media content.

Hands Free Georgia/Hands Free for Safety/Know When to Hit Send: Georgia's 'hands-free' law is encouraging, and more lives can be saved by increasing compliance with the hands-free law. GOHS' countermeasure message strategy is to target young adult drivers, including those between the ages 16-to-24, where cell phone use is the highest. This public information and education campaign will continue statewide with paid, earned, and owned media.

While surveys show virtually all drivers know about the state's hands-free law, the increase in persons killed in crashes involving distracted drivers shows the continued need for educational and awareness messaging to increase compliance with the new distracted driving law. The goal of paid media campaigns to support enforcement mobilizations and increase compliance which could lead to a further decrease in crashes, injuries, and deaths.

Enforcement

See **2.9 Police Traffic Services** for project level information.

QUALIFYING CRITERIA FOR A DISTRACTED DRIVING AWARENESS GRANT:

Georgia sample Distracted Driving questions from the State's driver's license examination:

Question #2

The Hands-Free GA Law pertains to which of the following:

- All drivers regardless of age.
- Older Drivers
- Drivers under the age of 21
- Drivers over the age of 21

Question #10

Driving requires your full attention:

- True
- False

Question #15

If a driver is convicted of violating the Hands-Free GA Law, they will:

- All of the answers.
- Pay a fine of at least \$ 50.
- Accumulate at least one point on their license.

Question #48

The Hands-Free GA Law makes it illegal to do the following, while operating a motor vehicle in GA:

- Watch, record, or broadcast a video or movie
- Physically hold or support any wireless device
- Write, send, or read an email or text
- All of the answers

QUALIFYING CRITERIA FOR A DISTRACTED DRIVING LAW GRANT:

Georgia Legal citation to the State statute demonstrating compliance with the requirements:

Georgia Code: 40-6-241. Distracted driving; restrictions on operation of wireless telecommunications devices and stand-alone electronic devices; penalty; exceptions.

(a) As used in this Code section, the term:

- (1) "Stand-alone electronic device" means a device other than a wireless telecommunications device which stores audio or video data files to be retrieved on demand by a user.
- (2) "Utility services" means and includes electric, natural gas, water, wastewater, cable, telephone, or telecommunications services or the repair, location, relocation, improvement, or maintenance of utility poles, transmission structures, pipes, wires, fibers, cables, easements, rights of way, or associated infrastructure.
- (3) "Wireless telecommunications device" means a cellular telephone, a portable telephone, a text-messaging device, a personal digital assistant, a stand-alone computer, a global positioning system receiver, or substantially similar portable wireless device that is used to initiate or receive communication, information, or data. Such term shall not include a radio, citizens band radio, citizens band radio hybrid, commercial two-way radio communication device or its functional equivalent, subscription-based emergency communication device, prescribed medical device, amateur or ham radio device, or in-vehicle security, navigation, or remote diagnostics system.

(b) A driver shall exercise due care in operating a motor vehicle on the highways of this state and shall not engage in any actions which shall distract such driver from the safe operation of such vehicle.

(c) While operating a motor vehicle on any highway of this state, no individual shall:

- (1) Physically hold or support, with any part of his or her body a:
 - (A) Wireless telecommunications device, provided that such exclusion shall not prohibit the use of an earpiece, headphone device, or device worn on a wrist to conduct a voice-based communication; or
 - (B) Stand-alone electronic device;
- (2) Write, send, or read any text-based communication, including but not limited to a text message, instant message, e-mail, or Internet data on a wireless telecommunications device or stand-alone electronic device; provided, however, that such Prohibition shall not apply to:
 - (A) A voice-based communication which is automatically converted by such device to be sent as a message in a written form; or
 - (B) The use of such device for navigation of such vehicle or for global positioning system purposes;
- (3) Watch a video or movie on a wireless telecommunications device or stand-alone electronic device other than watching data related to the navigation of such vehicle; or
- (4) Record or broadcast a video on a wireless telecommunications device or stand-alone electronic device; provided that such prohibition shall not apply to electronic devices used for the sole purpose of continuously recording or broadcasting video within or outside of the motor vehicle.

(d) While operating a commercial motor vehicle on any highway of this state, no individual shall:

- (1) Use more than a single button on a wireless telecommunications device to initiate or terminate a voice communication; or
- (2) Reach for a wireless telecommunications device or stand-alone electronic device in such a manner that requires the driver to no longer be:

- (A) In a seated driving position; or
- (B) Properly restrained by a safety belt.

(e) Each violation of this Code section shall constitute a separate offense.

(f)

(1) Except as provided in paragraph (2) of this subsection, any person convicted of violating this Code section shall be guilty of a misdemeanor which shall be punished as follows:

- (A) For a first conviction with no conviction of and no plea of nolo contendere accepted to a charge of violating this Code section within the previous 24 month period of time, as measured from the dates any previous convictions were obtained or pleas of nolo contendere were accepted to the date the current conviction is obtained or plea of nolo contendere is accepted, a fine of not more than \$50.00, but the provisions of Chapter 11 of Title 17 and any other provision of law to the contrary notwithstanding, the costs of such prosecution shall not be taxed nor shall any additional penalty, fee, or surcharge to a fine for such offense be assessed against a person for conviction thereof;
- (B) For a second conviction within a 24 month period of time, as measured from the dates any previous convictions were obtained or pleas of nolo contendere were accepted to the date the current conviction is obtained or plea of nolo contendere is accepted, a fine of not more than \$100.00, but the provisions of Chapter 11 of Title 17 and any other provision of law to the contrary notwithstanding, the costs of such prosecution shall not be taxed nor shall any additional penalty, fee, or surcharge to a fine for such offense be assessed against a person for conviction thereof; or
- (C) For a third or subsequent conviction within a 24-month period of time, as measured from the dates any previous convictions were obtained or pleas of nolo contendere were accepted to the date the current conviction is obtained or plea of nolo contendere is accepted, a fine of not more than \$150.00, but the provisions of Chapter 11 of Title 17 and any other provision of law to the contrary notwithstanding, the costs of such prosecution shall not be taxed nor shall any additional penalty, fee, or surcharge to a fine for such offense be assessed against a person for conviction thereof.

(2) Any person appearing before a court for a first charge of violating paragraph (1) of subsection (c) of this Code section who produces in court a device or proof of purchase of such device that would allow such person to comply with such paragraph in the future shall not be guilty of such offense. The court shall require the person to affirm that they have not previously utilized the privilege under this paragraph.

(g) Subsections (c) and (d) of this Code section shall not apply when the prohibited conduct occurred:

- (1) While reporting a traffic accident, medical emergency, fire, an actual or potential criminal or delinquent act, or road condition which causes an immediate and serious traffic or safety hazard;
- (2) By an employee or contractor of a utility services provider acting within the scope of his or her employment while responding to a utility emergency;
- (3) By a law enforcement officer, firefighter, emergency medical services personnel, ambulance driver, or other similarly employed public safety first responder during the performance of his or her official duties; or
- (4) While in a motor vehicle which is lawfully parked.

PLANNED PROJECTS:

GAGOHS - Grantee		Project Number: M8X-2024-GA-01-55		
<i>Project Name & Description</i>	405e Paid Media Distracted Driving To purchase radio, television, and outdoor advertising to prevent distracted driving and promote compliance with Georgia's hands-free law.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Communications and Outreach: Distracted Driving • High-Visibility Enforcement of cell phone and text messaging laws 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL405e M8X	\$1,166,000.00	No	No
<i>Eligible Use of Funds</i>	Funds will be used to conduct multi-media campaigns in fall 2023 and spring 2024 during National Distracted Driving Awareness Month. GOHS will also run statewide billboards on interstates and other major highways educating motorists on how the hands-free law is saving lives. GOHS will also use the month of April to run hands-free law educational messages on radio and television stations.			

405(f) MOTORCYCLE SAFETY

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

This section contains excerpts from the *2021 Motorcycles Georgia Traffic Safety Facts* that are pertinent to the planning of countermeasures that will reduce the number of motorcyclist fatalities. To access the full report, visit: <https://www.gahighwaysafety.org/traffic-safety-facts-sheets/>.

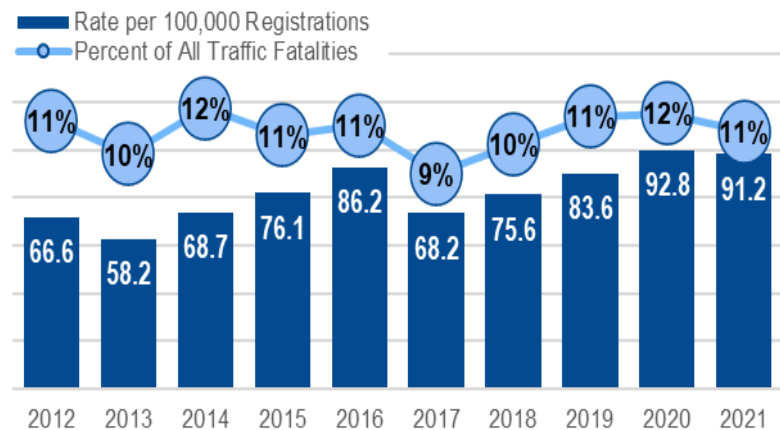
In 2021, there were 1,797 fatalities that occurred in motor vehicle traffic crashes on Georgia roadways – the largest number of traffic fatalities since 2006. The 194 motorcyclist fatalities that occurred in 2021 represented 11% of all traffic fatalities and is the highest number of motorcyclist fatalities experienced in the past decade.

Between 2020 and 2021, motorcycle registrations increased by 3% (from 206,834 to 212,788), and motorcyclist fatalities increased by 1% (from 192 to 194). As a result, the rate of motorcycle fatalities decreased by 2%, from 92.8 to 91.2 motorcycle fatalities per 100,000 motorcycle registrations.

The surveillance sources show an increase in motorcyclists with serious injuries between 2020 and 2021:

- Motorcyclist serious injuries reported by law enforcement increased by 2%.
- The number of motorcyclists transported to a hospital facility by the Emergency Medical Services (EMS) increased by 37%.
- Motor vehicle traffic-related emergency room-only visits involving motorcyclists increased by 30%, and hospitalizations more than doubled (a 121% increase).

Rate and Percent of Motorcyclist Fatalities, 2012-2021



Source: FARS 2012–2021; FFY2014–FFY2019 DOR Annual Reports; DOR 2019–2021

Rate and Percent of Motorcyclist Traffic Fatalities, 2012-2021

Year	Total Traffic Fatalities	Georgia Registered Motorcycles	Motorcyclist Fatalities		
			Number	Percent of All Traffic Fatalities	Rate per 100,000 Registrations
2012	1,192	201,206	134	11%	66.6
2013	1,180	199,287	116	10%	58.2
2014	1,164	199,445	137	12%	68.7
2015	1,432	199,796	152	11%	76.1
2016	1,556	199,504	172	11%	86.2
2017	1,540	203,783	139	9%	68.2
2018	1,504	203,639	154	10%	75.6
2019	1,491	203,343	170	11%	83.6
2020	1,664	206,834	192	12%	92.8
2021	1,797	212,788	194	11%	91.2

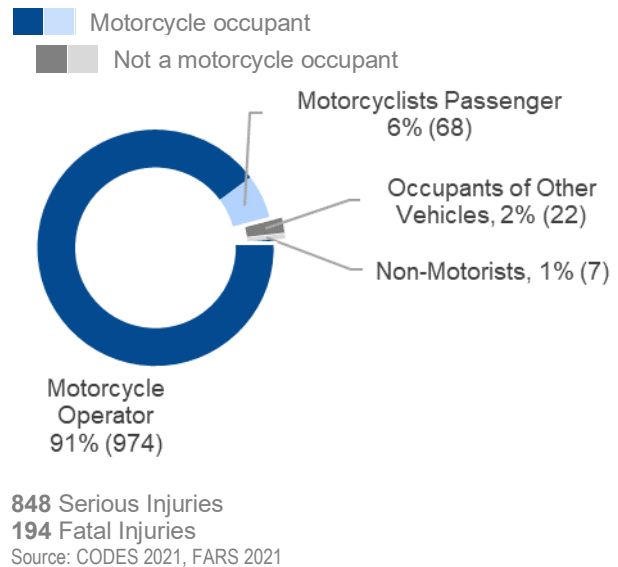
Note: Motorcycle registrations include commercial and non-commercial motorcycles. Source: FARS 2012–2021; FFY2014–FFY2019 DOR Annual Reports; DOR 2019–2021

Out of the 4,085 crashes that involved motorcyclists, 60% were multi-vehicle crashes (involving other vehicles that were not a motorcycle vehicle body type), 36% were single vehicles (involving only one motorcycle), and 4% were crashes involving two or more motorcycles. Sixty-six percent of motorcyclist serious injuries and 62% of all motorcyclist fatalities occurred in multiple-vehicle crashes.

The figure shows the percent of fatalities or serious injuries among all persons involved in crashes with at least one motorcyclist in 2021. Among all the serious injuries involving motorcyclists:

- 97% rode on a motorcycle (represented by blue in Figure).
 - 91% were the motorcycle operator
 - 6% were motorcycle passengers
- 3% were occupants of other vehicles or non-motorists (represented by gray in Figure).
 - 2% were occupants of vehicles that were *not* a motorcycle vehicle body type.
 - 1% were non-motorists (i.e., pedestrians or bicyclists).

Percent of Persons Fatally or Seriously Injured in Crashes Involving Motorcyclists by Person Type, 2021



Motorcycle operators losing control is the top contributing factor among motorcyclists involved in single-vehicle crashes. In 2021, 62% of operators lost control of their motorcycles before they collided with another object that was not another vehicle. The top contributing factors among motorcycle operators involved in multi-vehicle crashes were following too closely (34%) and risky/aggressive driving (25%). The top factors for other drivers involved in multi-vehicle crashes with motorcyclists were failure to yield (49%) and following too closely (18%). This does not imply that the motorcycle operators or other drivers caused the crash either by their actions or failure to act.

Top Contributing Factors with Crashes Involving Motorcyclists by Number of Vehicles Involved and Person Type, 2021

Rank	Single Vehicle Crashes		Two-Vehicle Crashes			
	Motorcyclists		Motorcyclists		Other Drivers	
	Description	% of all operators	Description	% of all operators	Description	% of all drivers
1	Operator lost control	62%	Following too close	34%	Failed to yield	49%
2	Speeding	23%	Risky/aggressive driving	25%	Following too close	18%
3	Risky/aggressive driving	10%	Speeding	14%	Risky/aggressive driving	14%
4	Under the influence of alcohol and/or drug	7%	Failed to yield	10%	Changed lanes improperly	9%

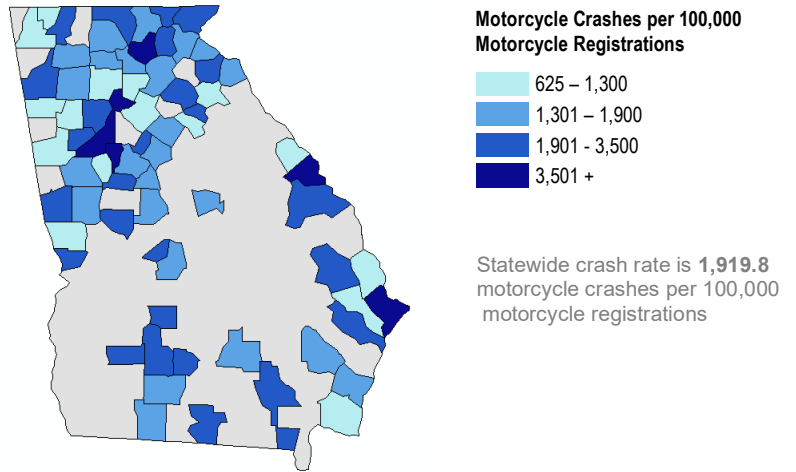
Source: CODES 2021; FARS 2021

Types of Motorcycle Crashes by County

The figure shows the motorcycle crash rate for counties with ten or more motorcycle crashes in 2021 and their deviation from the statewide percent of motorcycle crash rate (1,919.8 motorcycle crashes for every 100,000 motorcycle registrations).

The majority of all motorcycle crashes occur in north Georgia. Generally, there are higher motorcycle crash rates in Atlanta Region and rural counties along the North Carolina, South Carolina, and Alabama border. Nine percent of all motorcycle operators involved in Georgia traffic crashes had a license from another state – five percent were licensed from a bordering state (Alabama, Florida, North Carolina, South Carolina, or Tennessee).

*Motorcycle (MC) Crashes per 100,000
MC Registrations for Counties with 10+ MC Crashes, 2021*



Source: CODES 2021

QUALIFYING CRITERIA: MOTORCYCLIST AWARENESS PROGRAM

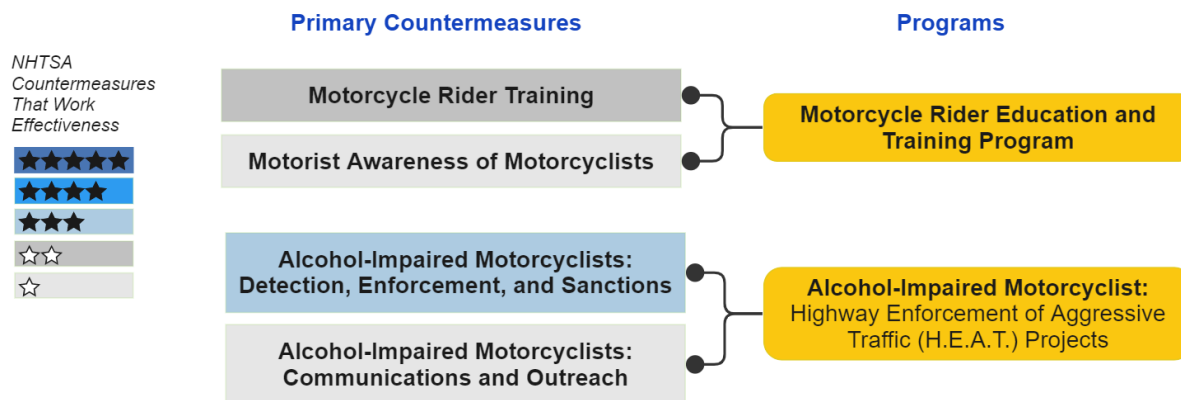
ASSOCIATED PERFORMANCE MEASURES AND TARGETS

Core Outcome Measures		Baseline	Target
		2017 2021	2020 2024
C-1*	To maintain or reduce traffic fatalities to <u>1,600*</u> (2020-2024 rolling average) by 2024.	1,600	1,600*
C-2a*	To maintain or reduce serious injuries in traffic crashes to <u>7,109*</u> (2020-2024 rolling average) by 2024.	7,109	7,109*
C-2b*	To maintain or reduce serious injuries per 100M VMT to <u>5.711*</u> (2020-2024 rolling average) by 2024.	5.711	5.711*
C-3*	To maintain or reduce traffic fatalities per 100M VMT to <u>1.28*</u> (2020-2024 rolling average) by 2024.	1.28	1.28*
C-5	To maintain or reduce alcohol-related fatalities to <u>371</u> (2020-2024 rolling average) by 2024.	371	<i>371</i>
C-7*	To maintain or reduce motorcyclist fatalities to <u>167*</u> (2020-2024 rolling average) by 2024.	167	167*
C-8	To maintain or reduce un-helmeted motorcyclist fatalities to <u>15</u> (2020-2024 rolling average) by 2024.	15	<i>15</i>

* Target value meets §1300.11(3)(i) code for *constant or improved* target compared to baseline. However, statistical projections (data-driven approach required by §1300.11 (b)(3)(ii)) and preliminary state crash data show that the performance measure target to “*maintain the baseline*” is overambitious and most likely will not be met. Targets in light-blue, italicized font below are considered to be achievable targets that show progress or demonstrate improved outcomes.

PRIMARY COUNTERMEASURES

GOHS plans to continue two (2) programs in the Motorcycle Safety program area: **Motorcycle Safety Program** and the **Alcohol-Impaired Motorcyclist HEAT Project**. The figure below shows the planned primary countermeasures within each program to address the growing number of motorcycle-related traffic crashes, serious injuries, and fatalities on Georgia roadways.



Motorcycle Rider Education and Training Program

Motorcyclists' involvement in traffic-related crashes remains a growing concern in Georgia. According to the Georgia Traffic Safety Facts 2021 Motorcycle Fact Sheet, nearly half (47%) of motorcycle operators involved in crashes were riding without a valid motorcycle designation (Class M or MP) on their driver's license at the time of the crash. GOHS aims to reduce the number of motorcyclist fatalities (C-7) and un-helmeted motorcyclist fatalities (C-8). To make progress toward this goal and address these traffic safety issues, GOHS will continue to implement the Motorcycle Rider Education and Training Program and fund agencies to train motorcyclists on safe riding practices and promote motorcycle safety and awareness through two primary countermeasures:

1. Motorcycle Rider Training (2-star NHTSA effectiveness rating)
2. Motorists' Awareness of Motorcyclists (1-star)

While these primary countermeasures have an NHTSA rating of less than 3-star effectiveness, motorcycle rider programs and communication strategies to spread awareness are encouraged and supported by the Uniform Guidelines for State Highway Safety Program ([Guideline No. 3](#)). The training and education program also addresses rider licensing, proper use of personal protective equipment (e.g., helmet use and other protective clothing gear), rider conspicuity, impaired driving, and motorist awareness.

- **Motorcycle Rider Training**
The GOHS will support and fund agencies that implement Motorcycle Rider Education and Training Programs. These training programs require certified motorcycle coaches who engage in continual professional development and recertification training to teach novice or experienced riders about motorcycle safety. The retention and ongoing recruitment of motorcyclist safety training instructors are critical elements of a sustainable program. The program helps improve motorcyclists' knowledge of relevant traffic laws, crash avoidance, and other highway safety issues. The rider education programs will reach people ages 17 and up and of all experience levels across Georgia. Motorcycle training sites are available across Georgia (in various

metropolitan, urban, and rural areas) to reach the largest number of licensed motorcyclists and those wishing to become licensed. With this proper rider training administered by certified coaches, new riders are less likely to be involved in a crash, and experienced riders can hone their basic and crash-avoidance skills. The lessons taught in this program can impact riders from novice to experienced and help decrease the number of motorcyclist crashes, injuries, and fatalities throughout Georgia.

- **Motorists' Awareness of Motorcyclists**

GOHS continues to support the statewide and local efforts implementing the *Motorists' Awareness of Motorcyclists* countermeasure strategy. This is a crucial element of education because a majority of Georgia motorcycle crashes involve other vehicles that are not motorcycles (64%), while a smaller percentage (36%) are single-vehicle motorcycle crashes. The GOHS will partner with sub-receipts to conduct education and outreach that promotes the "*Share the Road with Motorcycles*" messaging that encourages motorist awareness of motorcycles. This messaging targets all roadway users of all ages—from teen novice drivers to older experienced drivers who operate all other vehicle types that are not motorcycles. Additionally, GOHS will support messaging efforts in counties that have the highest number of multi-vehicle crashes that involve motorcyclists. These statewide and county-level social media campaigns, outreach events, educational materials and ads, and information run on the DDS' Motor Vehicle Network screens at the customer service center locations (which are in every region of Georgia) will directly target Georgia motorists statewide with "*Share the Road*" messaging that can help decrease the number of motorcyclist crashes, injuries, and fatalities in the state.

The name and organization of the head of the designated State authority over motorcyclist safety issues is **Mr. Spencer Moore, Commissioner of the Georgia Department of Driver Services**. Georgia's motorcyclist awareness program was developed in coordination with the Georgia Department of Driver Services and the Georgia Governor's Office of Highway Safety (see Appendix B for certification).

The table below shows the number of motorcycle crashes that were multi-vehicle and single vehicle by county. In 2021, there were a total of 2,630 multi-vehicle and 1,455 single-vehicle motorcycle crashes in the state of Georgia. More than half of all multi-vehicle crashes that involve a motorcycle (54%, 1,414 out of 2,630) occurred in the eleven counties highlighted in the chart below.

Multi-Vehicle vs. Single-Vehicle Motorcycle Crashes (2021)

Source: CODES 2021

County	Multi Vehicle Crash Involving Motorcyclists	Single Vehicle, Motorcyclists Crash
STATEWIDE	2,630	1,455
Fulton	384	68
Cobb	189	59
Dekalb	170	69
Chatham	134	63
Gwinnett	121	39
Clayton	89	32
Richmond	75	33
Henry	68	30
Cherokee	66	31
Bibb	60	36
Hall	58	40
Muscogee	49	36
Douglas	45	23
Forsyth	44	19
Bartow	39	27
Houston	38	17
Troup	22	13
Fayette	19	11
Bulloch	17	10
Pickens	17	8
Fannin	15	18
Gilmer	13	10
Tift	13	5
Walker	13	10
Catoosa	12	6
Dawson	11	12
Franklin	11	8
Gordon	11	17
Thomas	11	4
Effingham	10	13
Habersham	10	14
Union	10	20
Butts	9	3
White	9	23
Camden	8	3
Chattooga	8	--
Crisp	8	2
Harris	8	5
Monroe	8	6
Upson	8	10
Ware	8	9
Burke	7	10
Jefferson	7	1
Towns	7	7
Bryan	6	9
Colquitt	6	6
Hart	6	6
Oconee	6	4

County	Multi Vehicle Crash Involving Motorcyclists	Single Vehicle, Motorcyclists Crash
Lowndes	37	21
Paulding	37	21
Coweta	35	31
Floyd	31	30
Columbia	29	17
Jackson	29	18
Clarke	28	13
Newton	28	26
Carroll	26	18
Rockdale	26	10
Lumpkin	25	45
Whitfield	25	24
Glynn	24	10
Liberty	24	11
Spalding	24	11
Walton	24	15
Dougherty	23	5
Bleckley	4	4
Candler	4	--
Cook	4	3
Grady	4	3
Murray	4	5
Stephens	4	10
Toombs	4	4
Worth	4	6
Barrow	3	2
Dade	3	5
Decatur	3	5
Jasper	3	2
Jenkins	3	--
Jones	3	2
Laurens	3	6
Long	3	4
McIntosh	3	--
Pierce	3	--
Pike	3	3
Brantley	2	3
Brooks	2	2
Charlton	2	2
Dooley	2	2
Elbert	2	3
Heard	2	--
Lamar	2	6
Lanier	2	1
Lee	2	4
Madison	2	8
McDuffie	2	2
Morgan	2	7
Pulaski	2	1

County	Multi Vehicle Crash Involving Motorcyclists	Single Vehicle, Motorcyclists Crash
Peach	6	7
Polk	6	10
Rabun	6	8
Appling	5	4
Baldwin	5	5
Coffee	5	5
Haralson	5	3
Meriwether	5	7
Sumter	5	2
Tattnall	5	3
Wayne	5	6
Banks	4	4
Ben Hill	4	2
Berrien	4	1
Lincoln	1	--
Mitchell	1	--
Oglethorpe	1	5
Putnam	1	3
Schley	1	1
Seminole	1	--
Stewart	1	1
Terrell	1	1
Warren	1	3
Wheeler	1	1
Wilcox	1	1
Wilkinson	1	2

County	Multi Vehicle Crash Involving Motorcyclists	Single Vehicle, Motorcyclists Crash
Taylor	2	--
Turner	2	--
Twiggs	2	3
Washington	2	2
Wilkes	2	--
Atkinson	1	2
Bacon	1	1
Clinch	1	--
Crawford	1	2
Dodge	1	4
Early	1	--
Emanuel	1	2
Evans	1	3
Greene	1	1
Hancock	--	1
Irwin	--	1
Jeff Davis	--	1
Johnson	--	1
Macon	--	1
Montgomery	--	2
Screven	--	1
Talbot	--	3
Taliaferro	--	1
Telfair	--	1
Webster	--	1

GOHS' planned awareness activities related to other driver awareness of motorcycles will target the 11 counties identified above by yellow highlight. This represents 54% of counties with the highest number of motorcycle crashes with another vehicle.

QUALIFYING CRITERIA: IMPAIRED MOTORCYCLIST DRIVING PROGRAM

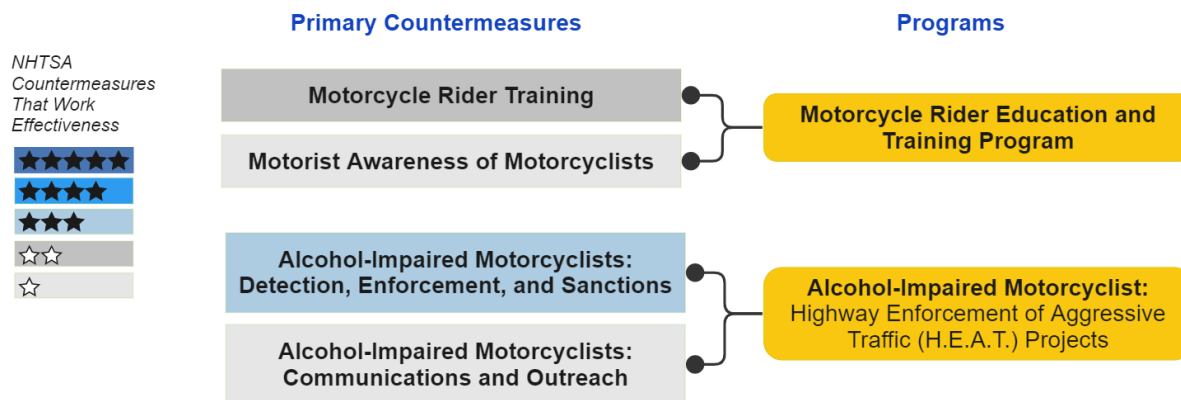
ASSOCIATED PERFORMANCE MEASURES AND TARGETS

Core Outcome Measures		Baseline	Target
		2017 2021	2020 2024
C-1*	To maintain or reduce traffic fatalities to 1,600* (2020-2024 rolling average) by 2024.	1,600	1,600*
C-2a*	To maintain or reduce serious injuries in traffic crashes to 7,109* (2020-2024 rolling average) by 2024.	7,109	7,109*
C-2b*	To maintain or reduce serious injuries per 100M VMT to 5.711* (2020-2024 rolling average) by 2024.	5.711	5.711*
C-3*	To maintain or reduce traffic fatalities per 100M VMT to 1.28* (2020-2024 rolling average) by 2024.	1.28	1.28*
C-5	To maintain or reduce alcohol-related fatalities to 371 (2020-2024 rolling average) by 2024.	371	<i>371</i>
C-7*	To maintain or reduce motorcyclist fatalities to 167* (2020-2024 rolling average) by 2024.	167	167*
C-8	To maintain or reduce un-helmeted motorcyclist fatalities to 15 (2020-2024 rolling average) by 2024.	15	<i>15</i>

* Target value meets §1300.11(3)(i) code for *constant or improved* target compared to baseline. However, statistical projections (data-driven approach required by §1300.11 (b)(3)(ii)) and preliminary state crash data show that the performance measure target to “*maintain the baseline*” is overambitious and most likely will not be met. Targets in light-blue, italicized font below are considered to be achievable targets that show progress or demonstrate improved outcomes.

PRIMARY COUNTERMEASURES

GOHS plans to continue two (2) programs in the Motorcycle Safety program area: **Motorcycle Safety Program** and the **Alcohol-Impaired Motorcyclist HEAT Project**. The figure below shows the planned primary countermeasures within each program to address the growing number of motorcycle-related traffic crashes, serious injuries, and fatalities on Georgia roadways.



Alcohol-Impaired Motorcyclist: HEAT Projects

Alcohol-impaired motorcyclists involved in traffic-related crashes remain a growing concern in Georgia. Over the past five years, nearly one-fifth of all motorcycle operators fatally injured had a positive blood alcohol concentration (BAC). GOHS aims to reduce the number of motorcyclist fatalities (C-7) and reduce the number of alcohol-related fatalities (C-5). To make progress toward this goal and address these traffic safety issues, GOHS will continue to implement the Alcohol-Impaired Motorcyclist: HEAT Projects and fund law enforcement agencies to reduce alcohol-impaired motorcycling and support communication and mobilization campaigns that spread awareness through two primary countermeasures:

1. Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions (3-star NHTSA effectiveness rating)
2. Alcohol-Impaired Motorcyclists: Communications and Outreach (1-star)

The Detection, Enforcement, and Sanctions countermeasure has an NHTSA rating of 3-star effectiveness and is supported by the best practices and research available. Other law enforcement-related activities include high visibility enforcement to deter speeding and other risky driving behaviors and enforce laws related to helmet use. The Communications and Outreach countermeasure is encouraged and supported by the Uniform Guidelines for State Highway Safety Program ([Guideline No. 3](#)).

- **Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions**
The Governor's Office of Highway Safety will partner with state and local law enforcement agencies to enforce the impaired driving laws across the state. GOHS recognizes that law enforcement plays an extremely important role in overall highway safety in the state of Georgia. Campaigns such as the 100 Days of Summer HEAT (Highway Enforcement of Aggressive Traffic) and Drive Sober or Get Pulled Over, with participation from the GOHS H.E.A.T. teams and H.V.E. programs, have proven that high-visibility enforcement of Georgia's impaired driving laws is the key to saving lives and reducing injuries on Georgia's roadways. Coupled with a

high-visibility media campaign to go along with the enforcement, GOHS will increase awareness of the dangers of impaired driving.

- **Alcohol-Impaired Motorcyclists: Communications and Outreach**

GOHS will use paid and social media during Motorcycle Safety Awareness Month in May to promote drivers sharing the road with motorcyclists with “Look Twice” and sober operation of motorcyclists by all riders. GOHS will also use social media to promote sober motorcycle operation and “Share the Road” and “Be Seen” messages to reduce all types of motorcycle-related crashes, deaths, and injuries. The “Look Twice” paid media campaign in May will promote the increase of motorcycles on the roads as the weather gets warmer.

Share the Road: As part of a speed and impaired driving countermeasure message strategy, GOHS uses paid media funds when available to target motorists in Georgia’s secondary audience with awareness messages such as “Share the Road,” “Look Twice, Save A Life” to remind motorists to yield when required by law for motorcyclists. Funds are used to pay for a statewide radio/television campaign in March when traffic data shows a 67% increase in persons killed in motorcycle crashes from February to March and a second campaign in May to increase public awareness on sharing the road with motorcycles during “National Motorcycle Safety Awareness Month.”

The Motorcycle Communications Outreach countermeasure goal is to discourage motorcyclists from riding impaired through times of the year when motorcycle use is highest, including May, which NHTSA has designated as Motorcycle Safety Awareness Month.

In 2021, there were 141 confirmed alcohol-impaired motorcyclist operators involved in crashes and 84 operators suspected of alcohol impairment. This accounts for 6% of all motorcycle crashes. The chart below shows the total number of motorcycle crashes in 2021 which involved an impaired operator (225 operators confirmed or suspected of alcohol impairment). Each year, GOHS will continue to focus high-visibility enforcement and other motorcycle safety efforts in counties with the highest counts of alcohol-related crashes among motorcycle operators.

Motorcycle Crashes Involving an Impaired Operator by County, Georgia (2021)

Source: CODES 2021

County	MC Operator Confirmed Alcohol	MC Operator Suspected Alcohol
Cobb	13	4
Chatham	10	5
Cherokee	9	--
Hall	8	--
Habersham	7	--
Dekalb	5	1
Bibb	5	1
Fulton	5	3
Whitfield	5	--
Richmond	5	--
Newton	5	--
Gwinnett	3	1
Glynn	3	1
Forsyth	3	1
Wayne	3	--
Muscogee	3	--
Camden	3	--
Columbia	2	1
Lowndes	2	2
Effingham	2	2
Coweta	2	2
Paulding	2	3
Rabun	2	--
Houston	2	--
Henry	2	--
Fannin	2	--
Emanuel	2	--
Clayton	2	--
Worth	1	1
Upson	1	1
Troup	1	1
Stephens	1	1
Floyd	1	1
Elbert	1	1
White	1	2
Burke	1	2
Bartow	1	2
Douglas	1	4
Tift	1	--
Sumter	1	--

County	MC Operator Confirmed Alcohol	MC Operator Suspected Alcohol
Spalding	1	--
Murray	1	--
Morgan	1	--
Meriwether	1	--
Madison	1	--
Liberty	1	--
Jones	1	--
Heard	1	--
Grady	1	--
Fayette	1	--
Bleckley	1	--
Ben Hill	1	--
Washington	--	1
Twiggs	--	1
Thomas	--	1
Polk	--	1
Monroe	--	1
Macon	--	1
Lumpkin	--	1
Jefferson	--	1
Jackson	--	1
Harris	--	1
Haralson	--	1
Early	--	1
Dade	--	1
Crisp	--	1
Colquitt	--	1
Clarke	--	1
Bryan	--	1
Toombs	--	2
Gordon	--	2
Gilmer	--	2
Franklin	--	2
Decatur	--	2
Dawson	--	2
Bulloch	--	2
Coffee	--	3
Carroll	--	3
Walton	--	4

GOHS' planned impaired driving enforcement will target the 11 counties above highlighted in yellow, which represents 52% of all confirmed impaired motorcyclists involved in crashes in 2021. The majority of those highlighted above include metropolitan areas as well as the northeast Georgia mountain corridor.

The list below represents the proposed 2024 Highway Enforcement of Aggressive Traffic Grantees:

Atlanta Police Department, City of	HEAT
Bibb County Government	HEAT
Carroll County Sheriff's Office	HEAT
Clayton County Police Department	HEAT
Cobb Co Board of Commissioners - Police Dept.	HEAT - DUITF
Coweta County Sheriff's Office	HEAT
Dawson County Sheriff's Office	HEAT
Dekalb County PD	HEAT - DUITF
Douglas County Sheriff's Office	HEAT
Floyd County Police Department	HEAT
Forsyth County Sheriff's Office	HEAT
Fulton County Sheriff's Office	HEAT
Glynn County Police Department	HEAT
Hall County Sheriff's Office	HEAT
Henry County PD/Henry Co BOC	HEAT
Liberty County Sheriff's Office	HEAT
Muscogee County Sheriff's Office	HEAT
Newton County Sheriff's Office	HEAT
Rockdale County Sheriff's Office	HEAT
Savannah Police Department	HEAT
Snellville Police Department	HEAT
Spalding County Sheriff's Office	HEAT

See section **2.9 Police Traffic Services** for project level information.

PLANNED PROJECTS:

Driver Services, Georgia Department		Project Number: M11X-2024-GA-00-71		
<i>Project Name & Description</i>	Motorcycle Safety The Georgia Motorcycle Safety Program works toward reducing motorcycle fatalities by educating riders and by promoting the NHTSA "Share the Road" message statewide to increase motorists' awareness of motorcycles.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> Motorcycle Rider Training Motorist Awareness of Motorcyclists 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	BIL 405f M11X	\$144,021.56	No	No
<i>Eligible Use of Funds</i>	Project will fund an Outreach Coordinator to conduct outreach events throughout the state but specifically in the urban and mountain regions where motorcycle riders frequent. Coordinator will distribute educational items to promote the "Share the Road with Motorcycles" campaign and host an annual update for rider coaches to improve program delivery.			

GAGOHS - Grantee		Project Number: M11X-2024-GA-01-01		
<i>Project Name & Description</i>	405f Motorcycle Safety To fund activities for statewide comprehensive safety programs designed to enhance driver awareness of motorcyclists.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> Communication and Outreach: Motorist Awareness of Motorcyclists Alcohol-Impaired Motorcyclists: Communication and Outreach 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	FAST 405f M11X	\$100,000.00	No	Yes
<i>Eligible Use of Funds</i>	To fund activities for statewide comprehensive safety programs designed to enhance driver awareness of motorcyclists.			

405(g) **NON-MOTORIZED** (PEDESTRIANS & BICYCLISTS)

Georgia is eligible for the 4015(g) funding for FFY2024. According to FARS 2021 data, 20.39% of all traffic-related fatalities were non-motorists (pedestrian and bicyclists).

405(h) PREVENTING ROADSIDE DEATHS

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

Georgia’s Move-Over Law, Ga. Code §40-6-16, was enacted in July 2016 and requires motorists traveling in the lane adjacent to the shoulder to move over one lane (or reduce speed) when emergency and utility vehicles are stopped on the side of the highway and operating in an official capacity. These vehicles include all first responders, utility vehicles, Department of Transportation vehicles, wreckers, and Highway Emergency Response Operator (HERO) units tending to a motor vehicle crash incident.

According to AAA-Georgia¹, each year, there are nearly 350 roadside fatalities (people struck and fatally injured outside a disabled vehicle). Additionally, AAA-Georgia reports that nearly one out of every four drivers are unaware of the Move Over laws in Georgia. While the focus of the Move-Over Law has remained on emergency vehicles, the risk of attending a stopped or disabled vehicle on the roadside is significant for all road users. These road users include motorists (or pedestrians) on the roadside who are attending to a disabled or stopped vehicle—changing a tire, refueling gas, or attending another vehicle repair need.

According to Georgia crash data, there were 1,131 pedestrians involved in roadside crashes between 2017 and 2021. These individuals were pedestrians who were struck by a motor vehicle when they were either in a work zone (construction/maintenance/utility area) or attending to a disabled or stopped vehicle. The number of pedestrians roadside deaths, according to the working standardized definition, increases by 34 percent from 158 in 2020 to 213 in 2021. In 2021, 7% of all roadside incidents resulted in a non-motorist fatality, and 12% resulted in a non-motorist serious injury.

Pedestrians Involved in Roadside Crashes by Injury Severity, 2017-2021

Pedestrian Roadside Related Injury Severity	2017	2018	2019	2020	2021	2017-2021	
						5 year Total	5 year Average
Fatal Injury	8	36	17	11	15	87	17
Serious Injury	28	52	40	16	26	162	32
Other Injury *	95	164	198	99	124	680	136
No Injury	24	46	52	32	48	202	40
Total Non-Motorists	155	298	307	158	213	1,131	226

*Other injury includes Visible Injury (B) and Complaint / Mild Injury (C)
Source: CODES 2021; FARS 2021

¹AAA Georgia, “AAA Launches “Move Over for Me” Campaign to Protect All Drivers on the Roadside” (June 16, 2023). Available at: <https://media.acg.aaa.com/aaa-launches-move-over-for-me-campaign-to-protect-all-drivers-on-roadside.htm>

ASSOCIATED PERFORMANCE MEASURES AND TARGETS

Core Outcome Measures		Baseline	Target
		2017 2021	2020 2024
C-1*	To maintain or reduce traffic fatalities to 1,600* (2020-2024 rolling average) by 2024.	1,600	1,600*
C-2a*	To maintain or reduce serious injuries in traffic crashes to 7,109* (2020-2024 rolling average) by 2024.	7,109	7,109*
C-2b*	To maintain or reduce serious injuries per 100M VMT to 5.711* (2020-2024 rolling average) by 2024.	5.711	5.711*
C-3*	To maintain or reduce traffic fatalities per 100M VMT to 1.28* (2020-2024 rolling average) by 2024.	1.28	1.28*
This standardized definition used in the performance measure may change* (see paragraph below)	To maintain or reduce *pedestrian roadside fatalities* to 17* (2020-2024 rolling average) by 2024.	17	17*

* Target value meets §1300.11(3)(i) code for *constant or improved* target compared to baseline. However, statistical projections (data-driven approach required by §1300.11 (b)(3)(ii)) and preliminary state crash data show that the performance measure target to “*maintain the baseline*” is overambitious and most likely will not be met. Targets in light-blue, italicized font below are considered to be achievable targets that show progress or demonstrate improved outcomes.

Standardizing Roadside Fatalities Definition:

Because roadside fatalities include all road users—and not just emergency vehicles—there can be challenges in categorizing which fatal crashes are considered to be roadside fatalities. An investigation of crash cases (precrash and contributing factor fields) is necessary to develop a standardized definition of roadside crashes. A standard definition used to systematically extract fatality data can lead to more strategic programmatic initiatives and accurate monitoring of the impact of these programmatic efforts. Since the ‘roadside fatality’ definition that is inclusive of all roadway users is not yet available, a temporary traffic safety performance measure for roadside fatalities was developed.

PRIMARY COUNTERMEASURES

The Georgia Governor’s Office of Highway Safety will continue to apply for Section 405(h): Preventing Roadside Deaths Grant Application if the state meets the eligibility criteria. The 405(h) annual application has more detailed information on preventing roadside deaths countermeasures, projects, programmatic activities, sub-recipients, and other information as required. However, this section of the triennial HSP provides an overview of the primary countermeasures for preventing roadside deaths that will be implemented during the FFY24-FFY26 period.

GOHS begin a new program area to address the number of traffic-related fatalities, serious injuries, and crashes that occur on Georgia’s roadsides—**Preventing Roadside Deaths**.



Preventing Roadside Deaths

Roadside crashes, especially those involving emergency vehicles or motorists outside of a disabled vehicle, is a growing concern in Georgia. Recently, there have been much media attention on the roadside traffic-related incidents—some of which has been captured by law enforcement bodycam. Most of these media and viral videos involve emergency responders, tows trucks, DOT works, construction works, or other public service vehicles. There are other countless incidents that involve other road users that are not emergency responders. Since GOHS is still working to standardize the definition of “roadside fatalities” to include these other non-emergency vehicles, GOHS aims to reduce the number of overall traffic-related fatalities (C-1), serious injuries (C-2), and pedestrian injuries/fatalities (C-10a/b) that occur on roadsides. To make progress toward this goal and address these traffic safety issues, GOHS will continue to support sub-recipients that will provide communications and outreach that supports enforcement of Georgia’s Move-Over laws. GOHS will also support the pilot program that encourages compliance with the Move-Over law through Driver Assistance Technology. This program will implement new countermeasure that are not yet rated by NHTSA’s Countermeasures that Work.

Community & Outreach: Supporting Enforcement

GOHS works to increase the awareness Georgia’s Move-Over laws through communications and outreach events. GOHS will launch “Move-Over” campaigns that will appear on social media, and during law-enforcement-hosted community events. Additionally, the campaign effort will extend to other stakeholder groups that are also impacted by motorist who do not adhere to the Move-Over law—towing industries, lineman/utility trucks, DOT workers, construction workers, and other public service providers. These statewide campaigning efforts will deliver age-, cultural-, and industrial-appropriate content to prevent risky driving behaviors and encourage motorist to move over or slow down to prevent roadside crashes, injuries, and fatalities.

PLANNED USE OF GRANT FUNDS

Enforcement of Move-Over Law through Driver Assistance Technology

GOHS will implement a pilot program to that uses digital technology to prevent death and injury from crashes involving motor vehicles striking other vehicles, first responders, and individuals stopped at the roadside. Georgia and participating law enforcement agencies (e.g., HEAT and Georgia State Patrol Nighthawks) will deploy digital technology software that will alert approaching vehicles of what is ahead. This pilot program will equip first responders' vehicles with the ability to send digital alerts to approaching vehicles that will provide the advance notice necessary to safely pass stopped vehicles along the road. By slowing down or moving over, the number of roadside pedestrian deaths will reduce by encourage the compliance of the Move-Over law. These law enforcement sub-recipients will also participate in the “*Slow Down, Move Over*” campaign via local media and using other social media assets. As this is a statewide pilot program, ongoing monitoring will be captured in monthly electronic reports to track the effectiveness and impact of the program. The reports will show the key programmatic performance indicators including the total number of drivers that were alerted and roadside traffic-related incidents attended to by the pilot participants.

PLANNED PROJECTS:

GAGOHS - Grantee		Project Number:		115
<i>Project Name & Description</i>	Digital Alerting, Seconds Save Lives Deploy and implement a pilot program to prevent death and injury from crashes involving motor vehicles striking other vehicles, first responders, and individuals stopped at the roadside\ utilizing digital technology.			
<i>Countermeasure Strategy</i>	<ul style="list-style-type: none"> • Communications and Outreach: Supporting Enforcement • Enforcement of Move-Over Law through Driver Assistance Technology 			
<i>Organization Type</i>	State			
<i>Funding Information</i>	<i>Source</i>	<i>Amount</i>	<i>P & A</i>	<i>Promised Project</i>
	405h	\$40,850.00	No	No
<i>Eligible Use of Funds</i>	Funds will be used to implement a pilot program that uses digital technology to prevent death and injury from crashes involving motor vehicles striking other vehicles, first responders, and individuals stopped at the roadside.			

Law enforcement agencies funded under the H.E.A.T (Highway Enforcement of Aggressive Traffic) and TENs (Traffic Enforcement Networks) projects will continue to educate the public (through communications and educational events) and enforce traffic-related laws, including the **Move-Over Law**. See section **2.9 Police Traffic Services** for project-level information.

STATE CERTIFICATIONS & ASSURANCES

Appendix A to Part 1300 – Certifications and Assurances for Highway Safety Grants

Appendix B to Part 1300 – Application Requirements for Section 405 and Section 1906

Appendix C – Cost Summary

Appendix D - Equipment Request

Appendix A Form 1300—Certifications and Assurances for Highway Safety Grants

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: Georgia

Fiscal Year: 2024

By submitting this application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the Secretary of the Highway Safety Office acknowledges and agrees the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to: *E*

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, [Public Law 109-59](#), as amended by Sec. 25024, [Public Law 117-58](#);
- [23 CFR part 1300](#)—Uniform Procedures for State Highway Safety Grant Programs;
- [2 CFR part 200](#)—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- [2 CFR part 1201](#)—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANS AGENCY ACT (FFATA)

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded: *E*

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including recipient type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including city, State, congressional district, and country; and narrative description of the purpose of the funding action;
 - Unique entity identifier generated by **SAM.gov**;
- Ten percent of the amount of the five so-called officers of the entity:
 -) the entity in the preceding fiscal year received—
 - I) 80 percent or more of its annual gross revenues from Federal awards;
 - II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 -) the public does not have access information about the company or executives of the entity through periodic reports filed under section 13 (b) or 15(d) of the Securities Exchange Act of 1934 ([15 U.S.C. 78b](#)), ([78o d](#)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The Secretary's agency [and subrecipients] will comply with all Federal statutes and applicable regulations relating to nondiscrimination on "Federal Nondiscrimination Authorities"). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964* ([42 U.S.C. 2000d](#) et seq., 78 Stat. 252), prohibits discrimination on the basis of race, color, national origin;
- [49 CFR part 21](#) entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, ([42 U.S.C. 4601](#)), prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federally-aid program and projects);
- *Federal-Aid Highway Act of 1973*, ([23 U.S.C. 324 et seq.](#)), and *Title IX of the Education Amendments of 1972*, as amended ([20 U.S.C. 1681-1683](#) and [1685-1686](#)) prohibits discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, ([29 U.S.C. 794 et seq.](#)), as amended, prohibits discrimination on the basis of disability) and [49 CFR part 27](#);
- *The Age Discrimination Act of 1975*, as amended, ([42 U.S.C. 6101 et seq.](#)), prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, Title Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the term "program or activities" to include all of the program or activities of the

Federal agencies, subrecipients, contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act* ([42 U.S.C. 12131-12189](#)) (prohibits discrimination on the basis of disability in the operation of public entities, public administration or systems, places of public accommodation, and places of public gathering) and [49 CFR](#) [parts 37](#) and [38](#);
- [Executive Order 12898](#), *Federal Actions to Address Environmental Justice in Minor Populations and Low-Income Populations* (requires discrimination against minority populations by discretionary programs, policies, and activities which have or may have an adverse health or environmental effect on minority and low-income populations);
- [Executive Order 13166](#), *Improving Access to Services for Persons with Limited English Proficiency* (requiring agencies of Federal financial assistance to provide meaningful access for all individuals who have limited English proficiency (LEP));
- [Executive Order 13985](#), *Advancing Racial Equity and Support for Underserved Communities through the Federal Government* (advancing equity across the Federal Government); and
- [Executive Order 13988](#), *Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation* (prohibiting discrimination against individuals on the basis of gender identity or sexual orientation).

The regulations and regulatory provisions hereafter are referred to as the "Acts" and "Regulations," respectively.

GENERAL ASSURANCES

In accordance with the Acts, the Regulations, and other executive orders, rules, policies, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA."

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, which is that Title VI of the Civil Rights Act of 1964 and other nondiscrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by requiring the broad, substantial-wide societal coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as a portion of the programs is Federally assisted.

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SPECIFIC SS CES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant program:

1. The Recipient agrees that each “activity,” “facility,” or “program” as defined in § 21.23(b) and (e) of [49 CFR part 21](#) will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant programs, and, in adapted form in all proposals for negotiated agreements regardless of funding source:
“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) ^[1] in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or interests thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project or program and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project or program
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or elements therein, in which case the Assurance obligates the Recipient, or any transferee of the latter of the following orders:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another use including the rental of the property; or
- b. the period during which the Recipient retains ownership or possession of the property.

The Recipient will not defend such third party actions if the grants are funded by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that, their recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and their agents of Federal financial assistance under such grants will comply with all requirements imposed pursuant to the Acts, the Regulations, and this Assurance.

10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to fully (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable regulations governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you strictly with any major grant recipient reviews, and/or compliance investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, in a designated, timely, complete, and accurate way. Additionally, you strictly with all their reporting, data collection, and evaluation requirements, as prescribed by law or detailed in major grant guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S.

Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, their recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any their agents in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program for employees about:
 - 1. The dangers of drug abuse in the workplace;
 - 2. The grantee's policy on drug-free workplace;

3. Any additional drug counseling, rehabilitation, and employment assistance programs;
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
 - Making a requirement that each employee be engaged in the performance of the grant as a condition of the grant; and
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 1. Adhere to the terms of the statement;
 2. Not violate any criminal drug statute conviction for a violation occurring in the workplace no later than 90 days after such conviction;
- d. Notifying the agency within 30 days after receiving notice under paragraph (c)(2) from an employee or otherwise concerning actual notice of such conviction;
 - Taking one of the following actions, within 30 days of receiving notice under paragraph (c)(2), with respect to any employee who is so convicted—
 1. Taking appropriate personnel action against such an employee, up to and including termination;
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act ([U.S.C. 1 01-1 08](#)), which prohibits political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influence or attempt to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influence or attempt to influence an officer or employee of any agency, a

Member of course, a officer or employee of course, or a employee of a Member of course in connection with this Federal contract, rate, loan, or cooperative arrangement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

3. The undersigned shall require that the language of this certification be included in the award document for all sub-awards at all tier (including subcontract, sub-rate, and contract under rate, loan, and cooperative arrangement) and that all subrecipients shall certify and disclose accordingly.

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This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal or to be a State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official who is employed with NHTSA and from engaging in direct communication with State or local legislative officials, in accordance with customary State practice, even if such communication urges legislative officials to favor or oppose the adoption of a specific legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

1. By initiating and submitting this proposal, the prospective primary tier participant provides the certification set out below and agrees to comply with the requirements of [2 FR part 180](#) and [1200](#).
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in conjunction with the department or agency's determination whether to enter into this transaction. However, a failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered a

erroneous error, nondiscovery of other remedies available to the Federal Government, the department or agency may determine its responsibility for use or default or may pursue suspension or debarment.

4. The prospective primary contractor shall provide immediate written notice to the department or agency of which its proposals submitted by the prospective primary contractor are in serious error when submitted or have become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this use, are defined in [2 CFR part 180](#) and [1200](#). You may consult the department or agency of which its proposals being submitted or assessed in obtaining copies of those regulations.
6. The prospective primary contractor agrees by submitting his proposal, should the proposed covered transaction be entered into, shall not knowingly enter into any lower covered transaction with a person who is proposed or debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, delinquent, or voluntarily excluded from participation in his covered transaction, unless authorized by the department or agency entering into his transaction.
7. The prospective primary contractor further agrees by submitting his proposal will include the language "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into his covered transaction, without modification, and will lower covered transactions and all solutions or lower covered transactions and will require lower contractors to comply with [2 CFR parts 180](#) and [1200](#).
8. A participant in covered transaction may rely upon a contractor's prospective primary contractor's lower covered transaction has no proposed or debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless knows the error is erroneous. A contractor is responsible for ensuring his principals are not suspended, debarred, or otherwise ineligible or prohibited covered transactions. To verify eligibility of principals, as well as eligibility of any prospective lower contractor's, e-hr participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
9. Nothing contained in the foregoing shall be construed to require employees of the system or records in order to render in good faith the error required by this use. The knowledge and information of a contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, a participant in covered transaction knowingly enters into a lower covered transaction with a person who is proposed or debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in his transaction, nondiscovery of other remedies available to the Federal Government, the department or agency may determine its responsibility for use or default.

CERTIFICATE REGARDING COMPLIANCE, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER CONTRACTORS

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
 - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
 - b. Have not within a three-year period preceding this proposal been convicted for or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, or theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certificate; and
 - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary tier participant is unable to certify to any of the Statements in this certificate, such prospective participant shall attach an explanation to this proposal.

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATE

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certificate set out below and agrees to comply with the requirements of [2 CFR parts 180](#) and [1200](#).
2. The certificate in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certificate, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certificate was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of these regulations.

5. The effective date of the agreement by submitting this statement that, should the agreement be entered into, it shall not knowingly enter into any agreement with a person who is excluded, debarred, suspended, delisted, or voluntarily excluded from participation in this agreement, unless authorized by the debarment agency with which this agreement is originated.
6. The effective date of the agreement by submitting this statement that it will include the clause titled "Inclusion of Lower Tier Participant Definition" including the "Definition Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Agreement" with modifications, in all agreements and in all litigation of lower tier agreements and will equate lower tier agreement to comply with [2 FR at 180](#) and [1200](#).
7. A participant in an agreement may voluntarily participate in a participant in an agreement that is not excluded, debarred, suspended, delisted, or voluntarily excluded from participation, unless it knows that the participant is ineligible. A participant is ineligible for entering that information into a contract, debarred, delisted, or ineligible to participate in an agreement. To verify the eligibility of a participant, as well as the eligibility of any effective date of the agreement, each participant may, but is not required to, check the System for Award Management Exclusion website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to equate the establishment of a system for debarment and delisting with the definition of participant equated by this clause. The knowledge and information of a participant is not required to exceed that which is normally received by a prudent person in the ordinary course of business dealing.
9. Except for an agreement authorized under paragraph 5 of the inclusion, if a participant in an agreement knowingly enters into an agreement with a person who is excluded, debarred, suspended, delisted, or voluntarily excluded from participation in this agreement, in addition to the remedies available to the Federal Government, the debarment agency with which this agreement is originated may use available remedies, including suspension of debarment.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS

1. The effective date of the agreement, by submitting this statement, that neither it nor its affiliates are debarred, suspended, delisted, or voluntarily excluded from participating in an agreement by any Federal debarment agency.
2. Where the effective date of the agreement is unable to certify to any of the statements in this definition, the effective date of the agreement shall attach an explanatory statement.

BUY AMERICA

(Applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement ([23 U.S.C. 313](#)) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

ETHICAL CONFLICT OF INTEREST

(Applies to subrecipients as well as States)

GENERAL REQUIREMENTS

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
 - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
 - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

DISCLOSURE REQUIREMENTS

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organ a on r gula d by NHTSA or n organ a on who n r may b ub an ally aff c d by NHTSA ac v . Ba d on h ol cy:

1. Th r c n hall d clo any confl c of n r d n f da oon a r a onably o bl , mak ng an mmed a and full d clo ur n wr ng o NHTSA. Th d clo ur hall nclud a d cr on of h ac on wh ch h r c n ha ak n or ro o o ak o avo d or mi ga uch confl c .
2. NHTSA w ll r w h d clo ur and may r qu r add onal r l van nforma on from h r c n . If a confl c of n r found o x , NHTSA may (a) rm na h award, or (b) d rm n ha o h rw n h b n r of NHTSA o con nu h award and nclud a ro ra rov on o mi ga or avo d uch confl c .
3. Confl c of n r ha r qu r d clo ur nclud all a , r n , or curr nly lann d organ a onal, financ al, con rac ual, or o h r n r () w h an organ a on r gula d by NHTSA or w h an organ a on who n r may b ub an ally aff c d by NHTSA ac v , and wh ch ar r la d o h award. Th n r () ha r qu r d clo ur nclud ho of any r c n , aff la , ro o d con ul an , ro o d ubcon rac or, and k y r on n l of any of h abov . Pa n r hall b l m i d p w h n on y ar of h da of award. K y r on n l hall nclud any r on own ng mor han a 20 rc n n r n a r c n , and h off c r , m ploy or ag n of a r c n who ar r on bl for mak ng a d c on or ak ng an ac on und r an award wh r h d c on or ac on can hav an conom ic or o h r m ac on h n r of a r gula d or aff c d organ a on.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE **(applies to subrecipients as well as States)**

Th S a and ach ubr c n w ll no u 23 U.S.C. Cha r 4 gran fund for rogram s o ch ck h lm u ag or o cr a ch ck on ha c f cally arg mo oreycl .

POLICY ON SEAT BELT USE

In accordanc w h [Ex cu v Ord r 13043](#), Incr a ng S a B l U n h Un d S a , da d A r l 16, 1997, h Gran ncourag d o ado and nforc on- h -job a b l u ol c and rogram s for m loy wh n o ra ng com pany-own d, r n d, or r onally-own d v h cl . Th Na onal H ghway Traff c Saf y Adm n ra on (NHTSA) r on bl for rov d ng l ad r h and gu danc n u or of h Pr d n al n a v . For nforma on and r ourc on raff c af y rogram sand ol c for m loy r , la con ac h N work of Em loy r for Traff c Saf y (NETS), a ubl c- r va ar n r h d d ca d o m rov ng h raff c af y rac e of m loy r and m ploy . You can download nforma on on a b l p rogram s co of mo or v h cl cra h o m loy r , and o h r raff c af y n a v a www.trafficsafety.org. Th NHTSA w b (www.nhtsa.gov) al o rov d nforma on on a c , cam a gn , and rogram valua on and r f r nc .

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POLICY ON TEXT MESSAGING WHILE DRIVING

In accordance with [Executive Order 13513](#), Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under [23 U.S.C. 402](#) is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. ([23 U.S.C. 402\(b\)\(1\)\(A\)](#))
3. At least 40 percent of all Federal funds apportioned to this State under [23 U.S.C. 402](#) for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs ([23 U.S.C. 402\(b\)\(1\)\(C\)](#)) or 95 percent by and on behalf of Indian tribes ([23 U.S.C. 402\(h\)\(2\)](#)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. ([23 U.S.C. 402\(b\)\(1\)\(D\)](#))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. ([23 U.S.C. 402\(b\)\(1\)\(E\)](#))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Part of the National Highway Safety Law amendments as defined annually by the NHTSA Calendar, including less than 3 months of amendments each fiscal year —
 - Reduce alcohol-impaired drug-impaired fatalities; and
 - Increase use of seat belts by occupants of motor vehicles;
 - State enforcement statutes address impaired driving, unsafe routes, and driving excess fatalities;
 - Annual state seat belt use survey accordance with 23 CFR part 1340 for the measurement of state seat belt use rates, except for the Secretary of ITRR behalf of IDATs;
 - Development of state data systems to review timely and effective data analysis to support all state highway safety resources;
 - Conduct of the National Highway Safety Plan, data collection, and format systems with the state highway safety plan, as defined 23 U.S.C. 148(a); and
 - Part of the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, and the United States Virgin Islands
7. The state will actively encourage all relevant law enforcement agencies to fully comply with the guidelines established for vehicle pursuits issued by the Interstate Attorneys General Conference that are currently effective. (23 U.S.C. 402(j))
8. The state will extend the 402 funding authority program through the current fiscal year to fund the automated traffic enforcement system, except for Alaska, Arizona, and California. (23 U.S.C. 402() (4))

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under [18 U.S.C. 1001](#). I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.



Allen Poole 8/1/23 S

Signature of Governor's Representative for Highway Safety Date

Allen Poole S

Printed name of Governor's Representative for Highway Safety S

Appendix A—Application Requirements for Section 405 and Section 190 Grants

[Each fiscal year, to apply for a grant under [23 U.S.C. 405](#) or Section 1906, [Public Law 109-59](#), as amended by Section 25024, [Public Law 117-58](#), the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: or 6 Fiscal Year: 2024

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically. 6

ART 1: OCCUPANT PROTECTION GRANTS ([23 CFR 1300.21](#))

[Check the box above **only** if applying for this grant.]

ALL STATES

6

[Fill in all blanks below.]

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at 70-104 (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at 75-78 (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at 20-22 79-92 (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician. **6**
- Projects, as provided in the annual grant application at 20-22 93-97 (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

LOWER SE EL SE S ES O LY

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

f The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on 7/1/81 (date) and last amended on 7/1/20 (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*
40-8-76.1

f The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ (date) and last amended on _____ (date) and is in effect and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*
 - Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;

 - Coverage of all passenger motor vehicles;

 - Minimum fine of at least \$25;

 - Exemptions from restraint requirements.

f Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at 20-22 24-54 101-103 (location).

f The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at 20-22 24-54 104 (location).

f The State's comprehensive occupant protection program is provided as follows:

- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: _____ (date);
- Multi-year strategic plan: annual grant application or triennial HSP at _____ (location);
- The name and title of the State's designated occupant protection coordinator is _____.
- The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at _____ (location). *f*

- The State TSA-facilitated occupant protection program element of all elements of its occupant protection program was conducted on _____ (date) (within year of 5 the application due date);

PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)

[Check the box above only if applying for this grant.]

ALL STATES

- The State has a functioning traffic record coordinating committee that meets at least 3 times each year.
- The State has designated TRCC coordinator.
- The State has established State traffic record strategic plan, updated annually, that has been approved by the TRCC and describe specific quantifiable and measurable improvement anticipated in the State core safety database, including crash, citation or adjudication, driver, emergency medical service or injury surveillance system, roadway, and vehicle database.
- [Fill in the blank below.]* Written description of the performance measure(), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes provided in the annual grant application to 5
 140-142 150-156 _____ (location). 5

PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))

[Check the box above only if applying for this grant.]

ALL STATES

- The State will use the funds awarded under [23 U.S.C. 40 \(d\)](#) only for the implementation of programs provided in [23 CFR 1300.23\(j\)](#).

MID-RANGE STATES ONLY 5

[Check one box below and fill in all blanks under that checked box.]

- The State submit its statewide impaired driving plan approved by its statewide impaired driving task force on _____ (date). Specifically:

- Annual plan calendar _____ (location) describes the authority and basis for operation of the statewide mandated DVN ask for ce;
- Annual plan calendar _____ (location) z contains the lists of names, titles, and organizations of all ask for ce members;
- Annual plan calendar _____ (location) z contains the state plan based on Highway Safety Grant No. 8—Imagined DVN.

The State has previously submitted a statewide mandated DVN plan approved by a statewide mandated DVN ask for ce on _____ (date) and continues to use this plan.

[For fiscal year 2024 grant applications only.]

The State will convene a statewide mandated DVN ask for ce to develop a statewide mandated DVN plan and will submit a plan by August 1 of the next year.

HIGH-RANGE STATE ONLY

[Check one box below and fill in all blanks under that checked box.]

The State submits a statewide mandated DVN plan approved by a statewide mandated DVN ask for ce on _____ (date) which includes a review of a NHTSA-facilitated assessment of the State's mandated DVN program conducted on _____ (date).

Specifically:

- Annual plan calendar _____ (location) describes the authority and basis for operation of the statewide mandated DVN ask for ce;
- Annual plan calendar _____ (location) contains the lists of names, titles, and organizations of all ask for ce members;
- Annual plan calendar _____ (location) contains the state plan based on Highway Safety Grant No. 8—Imagined DVN;
- Annual plan calendar _____ (location) z addresses any related recommendations from the assessment of the State's mandated DVN program;
- Annual plan calendar _____ (location) contains the objectives, needs, and funding; z

- Annual annual calendar T _____ (location) describes how the standard for the State's mandated driver performance and achievement of performance are.

The State submits an updated standard mandated driver plan approved by a state mandated driver task force on _____ (date) and updates its assessment review and standard plan provided in the annual annual calendar T _____ (location). T

[For fiscal year 2024 grant applications only.] T

The State's NH SA-facilitated assessment was conducted on _____ (date) (within 3 years of the calendar due date); OR

The State will conduct a NH SA-facilitated assessment during the next year; AND The State will convene a statewide impaired driving task force to develop a statewide mandated driver plan and will submit a plan by August 1 of the next year. T

PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))

[Check the box above only if applying for this grant.]

[Check one box below and fill in all blanks under that checked box.]

The State's alcohol-ignition interlock law, equipping all new dual converted of driver under the influence of driver while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of no less than 180 days, was enacted on _____ (date) and last amended on _____ (date), since effective, and will be enforced during the fiscal year of the next.

○ Legal citations:

- Requirement for alcohol-ignition interlocks for all DUI offenders for no less than 180 days;

- Identify all alcohol-ignition interlock use exceptions.

The State's alcohol-ignition interlock law, equipping an individual converted of driver under the influence of alcohol of driver while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driver vehicle operator's license unless the individual installs on each motor vehicle leased, owned, or leased by the individual an alcohol-ignition interlock for a period of no less than 180 days, was enacted on _____ (date) and last amended on _____ (date), since effective, and will be enforced during the fiscal year of the next. T

- *Legal analysis:*
 - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

 - Identify all alcohol-ignition interlock use exceptions.

The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

h

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

h

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal analysis:*
 - Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

 - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

 - Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;

- Identify the cohort - grant intervention program evaluation;

-
- Identify a cohort - grant intervention exception. **R**
-

R

PART 5: 24-7 SOBRIETY PROGRAMS (23 CF 1300.23(H)) **R**

[Check the box above only if applying for this grant.]

[Fill in all blanks.]

- The State provide citation to a law that requires a individual convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privilege that was enacted on _____ (date) and last amended on _____ (date), effective, and will be enforced during the calendar year of the grant.

- o *Legal citation(s):*
-

[Check at least one of the boxes below and fill in all blanks under that checked box.]

- Law citation.* The State provide citation to a law that authorizes a statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), effective, and will be enforced during the calendar year of the grant.

- o *Legal citation(s):*
-

- Program information.* The State provide program information that authorizes a statewide 24-7 sobriety program. The program information provided in the annual grant application at _____ (location).
-

PART 6: DISTRACTED DRIVING GRANTS (23 CF 1300.24)

[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]

- The State has contracted to collect driving data to the most recent Mode Minimum Uniform Criteria (MMUCC) and will provide supporting data (i.e., the State's most **R**

7 **R**

recent crash report identified distracted driving data element() it in 30 day after notification forwarded.

DISTRACTED DRIVING AWARENESS GRANT

The State provide ample distracted driving question form to the State' driver' license examination in the annual grant allocation at _____ (1 citation).
163

DISTRACTED DRIVING LEGISLATION

Prohibition on Texting While Driving
State' texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on 7/1/18 (date) and last amended on 7/1/18 (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on texting while driving;
40-6.241

- Definition of verbal electronic communication device ; A
40.6.241 a(1-3)

- Fine for offense;
40-6-241 f 1 A-C

- Exemption from texting ban. A
40.6.241 g 1-4

Prohibition on Handheld Phone Use While Driving
The State' and elderly ban statute, prohibiting a driver from holding a personal electronic communication device while driving and requiring a fine for violation thereof, was enacted on 7/1/18 (date) and last amended on 7/1/18 (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on and elderly use;
40.6.241

- Definition of verbal electronic communication device ; A
40.6.241 a(1-3)

- Fine for offense;
40.6.241 f 1 A-C

- Exemption from and elderly ban. A
40.6.241 g 1-4

Prohibition on Youth Cell Phone Use While Driving
The State' youth cell ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on 7/1/18 (date) and last amended on 7/1/18 (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal a s:*
 - Prohibition on youth cell phone use hile driving;
40.6.241

 - Definition of covered ireless communication devices; w
40.6.241 a(1-3)

 - Fine for an offense;
40.6.241 f 1 A-C w

 - Exemptions from youth cell phone use ban
40.6.241 g 1-4



Prohibition on Viewing Devices While Driving

The State's vie ing devices ban statute, prohibiting drivers from vie ing a device hile w driving, as enacted on 7/1/18 (date) and last amended on 7/1/18 (date), is in effect, and ill be enforced during the fiscal year of the grant

- *Legal a s:*
 - Prohibition on vie ing devices hile driving;
40-6-241

 - Definition of covered ireless communication devices; w
40-6-241



PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)

[Che k he b x ab ve ly f apply g f r h s gra .]

[Che k a leas 2 b xes bel w a d fll all bla ks u der h se he ked b xes ly.]



Motorcycle Rider Training Course

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____ w
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the follo ing introductory rider curricula:
[Che k a leas e f he f ll w g b xes bel w a d fll a y bla ks.]
 - Motorcycle Safety Foundation Basic Rider Course;
 - TEAM OREGON Basic Rider Training;
 - Idaho STAR Basic I;
 - California Motorcyclist Safety Program Motorcyclist Training Course;
 - Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
- In the annual grant application at _____ (location), a list of counties or political subdivisions in the State here motorcycle rider training courses ill be conducted during the fiscal year of the

grant number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

Motorcyclist Awareness Program

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Commissioner Spencer Moore, GA Dept of Driver Services.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at 170-174 (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at 170-174 (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

Helmet Law

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):*

Reduction of Fatalities and Crashes Involving Motorcycles

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

Impaired Motorcycle Driving Program

- In the annual grant application or triennial HSP at 175-177 (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at 178-180 (location), countermeasures strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisi si Sa wi ig s umb rs fmo recyl cras s
i v lvi ga impair d p ra r) bas d up Sa da a.

Redu tion of Fatalities and Crashes Involving Impaired Motor y lists

- o Da a s wi g al umb r fr p r d cras s i v lvi galc l-impair d
a d drug-impair d m o recyl p ra rs ar pr vid di a ual gra
applica i a _____ (l ca i).
- o D scrip i f Sa 's me ds f r c ll ci ga da alyzi g da a is pr vid di
a ual gra applica i a _____ (l ca i).

Use of Fees Colle ted From Motor y lists for Motor y le Programs

[Check one box only below and fill in all blanks under the checked box only.]

Applyi g as a Law Sa —

- T Sa law r r gula i r quir s all f s c ll c d by Sa fr m
m o recylis s f r purp s f fu di g m o recyl rai i ga d saf y pr grams ar
b us d f r m o recyl rai i ga d saf y pr grams.

Legal citation(s):

_____.

AND

T Sa 's law appr pria i g fu ds f r FY __ d m o s ra s a all f s
c ll c d by Sa fr m m o recylis s f r purp s f fu di g
m o recyl rai i ga d saf y pr grams ar sp m o recyl rai i g
a d saf y pr grams.

Legal citation(s):

_____.

Applyi g as a Da a Sa —

- Da a a d/ r d cum e a i fr m fficial Sa r c rds fr m pr vi us
fiscal y ar s wi g a all f s c ll c d by Sa fr m m o recylis s
f r purp s f fu di g m o recyl rai i ga d saf y pr grams w r
us d f r m o recyl rai i ga d saf y pr grams is pr vid di a ual
gra applica i a c
(l ca i).

PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)

[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]

The liability () and contribution () in remainder of the State plan conducted under
his program is provided in the annual grant application (15-19) (1 candidate).

PART 9: PEDESTRIAN AND TRUCK ACCIDENTS GRANTS (23 CF 1300.27)

[Check the box above only if applying for this grant, then fill in the blank below.]

The State plan describing the method by which the State will use grant funds
provided in the annual grant application (182-184) (1 candidate).

PART 10: DRIVER AND OFFICE SAFETY EDUCATION GRANTS (23 CF 1300.28)

[Check the box above only if applying for this grant.]

[Check one box only below and fill in required blanks under the checked box only.]

Driver Education and Driving Safety Courses

[Check one box only below and fill in all blanks under the checked box only.]

Applying a law State—

- The State law requiring that driver education and driver age requirements include in curriculum and related law enforcement practice during traffic was enacted on _____ (date) and last amended on _____ (date), in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):* _____ . **R**

Applying a standard curriculum in State—

- The State has developed and implemented a driver education and driving age requirements through which the State has required driver education and driver age requirements include in curriculum and related law enforcement practice during traffic.
- Curriculum materials, and citation grant required which within, are provided in the annual grant application (1 candidate).

Peace Officer Training Programs

[Check one box only below and fill in all blanks under the checked box only.]

Applying a law State—

- The State law requiring that the State has developed and implemented a training program for peace officer and reserve law enforcement officers with respect to interaction with civilian during traffic was _____ . **R**

enacted and amended, is in effect, and will be enforced during the fiscal year of the grant.

- Legislation(s):

Applying as a documented State—

- The State has a level of an is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
- Curriculum course materials, and citations to grant requirements within, are provided in the annual grant application at

1

Applying as a qualifying State—

- A proposed bill or planning strategy documents that identify meaningful actions that the State has taken and plans to take to level up and implement a qualifying law or program is provided in the annual grant application at

1

- A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at

1

PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)

[Check the box above only if applying for this grant.]

[Check one box only below and fill in all blanks under the checked box only.]

The official documents *i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order demonstrates that the State maintains an all-ws public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local minor rural roads are provided in the annual grant application at

1

The projects that the State will undertake during the fiscal year of the grant to maintain an all-ws public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local minor rural roads are provided in the annual grant application at

1

a

a

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certification and assurance —

- I have reviewed the above information in support of the State's application for [23 U.S.C. 405](#) and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

[Click here to validate form fields and permit signature](#) —

<i>Allen Poole</i>	8/1/23
--------------------	--------

Signature Governor's Representative for Highway Safety	Date
--	------

Allen Poole

Printed name of Governor's Representative for Highway Safety —

**U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary**

State: Georgia

2024-HSP-1
For Approval

Page: 1
Report Date: 08/01/2023

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA								
FAST Act 405f Motorcycle Safety Programs								
405f Motorcycle Safety Programs								
	M11X-2024-GA-01-01	GA GOHS-PP	\$.00	\$25,000.00	\$.00	\$100,000.00	\$100,000.00	\$.00
	405f Motorcycle Safety Programs Total		\$.00	\$25,000.00	\$.00	\$100,000.00	\$100,000.00	\$.00
	FAST Act 405f Motorcycle Safety Programs Total		\$.00	\$25,000.00	\$.00	\$100,000.00	\$100,000.00	\$.00
FAST Act 405h Nonmotorized Safety								
405h Nonmotorized Safety								
	FHX-2024-GA-01-02	GA GOHS 405h PP	\$.00	\$150,000.00	\$.00	\$600,000.00	\$600,000.00	\$.00
	405h Nonmotorized Safety Total		\$.00	\$150,000.00	\$.00	\$600,000.00	\$600,000.00	\$.00
	FAST Act 405h Nonmotorized Safety Total		\$.00	\$150,000.00	\$.00	\$600,000.00	\$600,000.00	\$.00
BIL NHTSA 402								
Planning and Administration								
	PA-2024-GA-00-36	GA GOHS P & A	\$.00	\$677,637.00	\$.00	\$677,637.00	\$677,637.00	\$.00
	Planning and Administration Total		\$.00	\$677,637.00	\$.00	\$677,637.00	\$677,637.00	\$.00
Alcohol								
	AL-2024-GA-01-79	GA GOHS AL	\$.00	\$25,598.63	\$.00	\$102,394.50	\$102,394.50	\$.00
	Alcohol Total		\$.00	\$25,598.63	\$.00	\$102,394.50	\$102,394.50	\$.00
Occupant Protection								
	OP-2024-GA-00-02	GA Dept. of Public Health	\$.00	\$420,875.00	\$.00	\$1,683,500.00	\$1,683,500.00	\$.00
	Occupant Protection Total		\$.00	\$420,875.00	\$.00	\$1,683,500.00	\$1,683,500.00	\$.00
Pedestrian/Bicycle Safety								
	PS-2024-GA-00-61	GA GOHS Pedestrian/Bicycle Safety	\$.00	\$48,079.75	\$.00	\$192,319.00	\$192,319.00	\$.00
	PS-2024-GA-00-73	Fulton County SO Bike/Pedestrian	\$.00	\$1,302.35	\$.00	\$5,209.42	\$5,209.42	\$5,209.42
	PS-2024-GA-01-14	Muscogee County SO Non-motorized	\$.00	\$28,048.60	\$.00	\$112,194.40	\$112,194.40	\$112,194.40
	PS-2024-GA-01-29	Centerville Police Department	\$.00	\$1,943.25	\$.00	\$7,773.00	\$7,773.00	\$7,773.00
	Pedestrian/Bicycle Safety Total		\$.00	\$79,373.95	\$.00	\$317,495.82	\$317,495.82	\$125,176.82
Police Traffic Services								
	PT-2024-GA-00-03	GA GOHS PT	\$.00	\$257,046.88	\$.00	\$1,028,187.50	\$1,028,187.50	\$1,028,187.50
	PT-2024-GA-00-08	Spaulding County SO	\$.00	\$25,870.10	\$.00	\$103,480.40	\$103,480.40	\$103,480.40

Highway Safety Plan Cost Summary

PT-2024-GA-00-09	Douglas County SO	\$.00	\$23,021.56	\$.00	\$92,086.24	\$92,086.24	\$92,086.24
PT-2024-GA-00-10	Carroll County SO	\$.00	\$20,452.68	\$.00	\$81,810.72	\$81,810.72	\$81,810.72
PT-2024-GA-00-11	Clayton County PD	\$.00	\$32,521.79	\$.00	\$130,087.17	\$130,087.17	\$130,087.17
PT-2024-GA-00-12	Coweta County SO	\$.00	\$46,309.88	\$.00	\$185,239.52	\$185,239.52	\$185,239.52
PT-2024-GA-00-13	Public Safety Training Center, GA	\$.00	\$18,627.96	\$.00	\$74,511.84	\$74,511.84	\$.00
PT-2024-GA-00-16	Dawson County SO	\$.00	\$18,969.61	\$.00	\$75,878.45	\$75,878.45	\$75,878.45
PT-2024-GA-00-17	Hall County SO	\$.00	\$46,700.20	\$.00	\$186,800.80	\$186,800.80	\$186,800.80
PT-2024-GA-00-18	Effingham County SO	\$.00	\$16,407.50	\$.00	\$65,630.00	\$65,630.00	\$65,630.00
PT-2024-GA-00-19	Forsyth County SO	\$.00	\$85,379.52	\$.00	\$341,518.08	\$341,518.08	\$341,518.08
PT-2024-GA-00-21	Liberty County SO	\$.00	\$36,066.11	\$.00	\$144,264.42	\$144,264.42	\$144,264.42
PT-2024-GA-00-22	Henry County PD/BOC	\$.00	\$18,673.08	\$.00	\$74,692.32	\$74,692.32	\$74,692.32
PT-2024-GA-00-28	Bibb County Government	\$.00	\$14,614.02	\$.00	\$58,456.08	\$58,456.08	\$58,456.08
PT-2024-GA-00-29	Twiggs County SO	\$.00	\$9,893.80	\$.00	\$39,575.20	\$39,575.20	\$39,575.20
PT-2024-GA-00-30	Floyd County PD	\$.00	\$34,336.61	\$.00	\$137,346.45	\$137,346.45	\$137,346.45
PT-2024-GA-00-33	Oglethorpe County SO	\$.00	\$8,387.29	\$.00	\$33,549.16	\$33,549.16	\$33,549.16
PT-2024-GA-00-34	Snellville PD	\$.00	\$23,174.37	\$.00	\$92,697.46	\$92,697.46	\$92,697.46
PT-2024-GA-00-38	Glynn County PD	\$.00	\$17,635.32	\$.00	\$70,541.28	\$70,541.28	\$70,541.28
PT-2024-GA-00-41	Atlanta PD, City of	\$.00	\$22,356.64	\$.00	\$89,426.56	\$89,426.56	\$89,426.56
PT-2024-GA-00-43	Lowndes County SO	\$.00	\$13,449.60	\$.00	\$53,798.40	\$53,798.40	\$53,798.40
PT-2024-GA-00-46	Pooler PD	\$.00	\$10,273.20	\$.00	\$41,092.80	\$41,092.80	\$41,092.80
PT-2024-GA-00-49	Bryan County SO	\$.00	\$9,937.25	\$.00	\$39,749.00	\$39,749.00	\$39,749.00
PT-2024-GA-00-51	Newton County SO	\$.00	\$46,581.30	\$.00	\$186,325.20	\$186,325.20	\$186,325.20
PT-2024-GA-00-52	Calhoun PD	\$.00	\$10,270.05	\$.00	\$41,080.20	\$41,080.20	\$41,080.20
PT-2024-GA-00-56	Washington County SO	\$.00	\$16,116.58	\$.00	\$64,466.30	\$64,466.30	\$64,466.30
PT-2024-GA-00-74	Fulton County SO-HEAT	\$.00	\$85,777.85	\$.00	\$343,111.40	\$343,111.40	\$343,111.40
PT-2024-GA-00-75	Monroe PD	\$.00	\$11,815.50	\$.00	\$47,262.00	\$47,262.00	\$47,262.00
PT-2024-GA-00-76	Claxton PD	\$.00	\$9,394.55	\$.00	\$37,578.20	\$37,578.20	\$37,578.20
PT-2024-GA-00-80	Johnson County BOC	\$.00	\$4,250.00	\$.00	\$17,000.00	\$17,000.00	\$17,000.00
PT-2024-GA-00-81	Telfair County SO	\$.00	\$8,880.00	\$.00	\$35,520.00	\$35,520.00	\$35,520.00
PT-2024-GA-00-82	Clinch County SO	\$.00	\$4,200.00	\$.00	\$16,800.00	\$16,800.00	\$16,800.00
PT-2024-GA-00-84	Rabun County SO	\$.00	\$5,244.00	\$.00	\$20,976.00	\$20,976.00	\$20,976.00
PT-2024-GA-00-86	Public Safety, Georgia Department of	\$.00	\$157,283.92	\$.00	\$629,135.68	\$629,135.68	\$629,135.68
PT-2024-GA-00-90	Morgan County SO	\$.00	\$11,630.00	\$.00	\$46,520.00	\$46,520.00	\$46,520.00
PT-2024-GA-00-93	Toombs County SO	\$.00	\$7,833.00	\$.00	\$31,332.00	\$31,332.00	\$31,332.00
PT-2024-GA-00-95	Wrens PD	\$.00	\$2,905.00	\$.00	\$11,620.00	\$11,620.00	\$11,620.00
PT-2024-GA-01-06	Muscogee County SO	\$.00	\$89,459.06	\$.00	\$357,836.25	\$357,836.25	\$346,384.80
PT-2024-GA-01-07	Rockdale County SO	\$.00	\$15,862.50	\$.00	\$63,450.00	\$63,450.00	\$63,450.00
PT-2024-GA-01-20	Stockbridge PD	\$.00	\$12,604.50	\$.00	\$50,418.00	\$50,418.00	\$50,418.00
PT-2024-GA-01-28	Newnan PD	\$.00	\$7,214.40	\$.00	\$28,857.60	\$28,857.60	\$28,857.60
PT-2024-GA-01-35	Savannah PD	\$.00	\$85,625.00	\$.00	\$342,499.99	\$342,499.99	\$342,499.99
PT-2024-GA-01-44	Cedartown PD	\$.00	\$4,739.35	\$.00	\$18,957.40	\$18,957.40	\$18,957.40
PT-2024-GA-01-53	Thomasville PD	\$.00	\$9,087.90	\$.00	\$36,351.60	\$36,351.60	\$36,351.60
PT-2024-GA-01-56	Toccoa PD	\$.00	\$3,565.00	\$.00	\$14,260.00	\$14,260.00	\$14,260.00
PT-2024-GA-01-57	Chamblee PD	\$.00	\$16,076.05	\$.00	\$64,304.20	\$64,304.20	\$64,304.20
PT-2024-GA-01-70	Crisp County SO	\$.00	\$5,512.00	\$.00	\$22,048.00	\$22,048.00	\$22,048.00
PT-2024-GA-01-77	Public Safety, Georgia Department of	\$.00	\$309,510.00	\$.00	\$1,238,040.00	\$1,238,040.00	\$.00

Highway Safety Plan Cost Summary

PT-2024-TE-00-01	Oglethorpe County SO	\$.00	\$6,174.94	\$.00	\$24,699.76	\$24,699.76	\$24,699.76
PT-2024-TE-00-02	Grady County SO	\$.00	\$5,349.27	\$.00	\$21,397.08	\$21,397.08	\$21,397.08
PT-2024-TE-00-03	Valdosta PD	\$.00	\$6,327.44	\$.00	\$25,309.76	\$25,309.76	\$25,309.76
PT-2024-TE-00-04	Effingham County SO	\$.00	\$7,830.24	\$.00	\$31,320.96	\$31,320.96	\$31,320.96
PT-2024-TE-00-05	Charlton SO	\$.00	\$6,991.12	\$.00	\$27,964.48	\$27,964.48	\$27,964.48
PT-2024-TE-00-06	Calhoun PD	\$.00	\$6,022.76	\$.00	\$24,091.04	\$24,091.04	\$24,091.04
PT-2024-TE-00-07	Holly Springs PD	\$.00	\$6,915.24	\$.00	\$27,660.96	\$27,660.96	\$27,660.96
PT-2024-TE-00-08	Zebulon PD	\$.00	\$5,779.90	\$.00	\$23,119.60	\$23,119.60	\$23,119.60
PT-2024-TE-00-09	Demorest PD	\$.00	\$6,844.22	\$.00	\$27,376.88	\$27,376.88	\$27,376.88
PT-2024-TE-00-10	Newton County SO	\$.00	\$6,074.20	\$.00	\$24,296.80	\$24,296.80	\$24,296.80
PT-2024-TE-00-11	Twiggs County SO	\$.00	\$5,460.74	\$.00	\$21,842.96	\$21,842.96	\$21,842.96
PT-2024-TE-00-12	Grovetown PD	\$.00	\$7,134.74	\$.00	\$28,538.96	\$28,538.96	\$28,538.96
PT-2024-TE-00-13	Fayetteville PD	\$.00	\$6,845.86	\$.00	\$27,383.44	\$27,383.44	\$27,383.44
PT-2024-TE-00-14	Washington County SO	\$.00	\$5,509.90	\$.00	\$22,039.60	\$22,039.60	\$22,039.60
PT-2024-TE-00-15	Americus PD	\$.00	\$5,989.94	\$.00	\$23,959.76	\$23,959.76	\$23,959.76
PT-2024-TE-00-16	City of Douglasville	\$.00	\$6,642.26	\$.00	\$26,569.04	\$26,569.04	\$26,569.04
Police Traffic Services Total		\$.00	\$1,853,435.25	\$.00	\$7,413,740.95	\$7,413,740.95	\$6,089,737.66
Roadway Safety							
RS-2024-GA-00-85	Georgia Operation Lifesaver Inc.	\$.00	\$7,221.00	\$.00	\$28,884.00	\$28,884.00	\$.00
RS-2024-GA-01-78	GA GOHS 402 RS	\$.00	\$74,497.88	\$.00	\$297,991.50	\$297,991.50	\$.00
Roadway Safety Total		\$.00	\$81,718.88	\$.00	\$326,875.50	\$326,875.50	\$.00
Paid Advertising							
PM-2024-GA-00-97	GA GOHS Paid Media/Advertising	\$.00	\$115,908.38	\$.00	\$463,633.50	\$463,633.50	\$.00
Paid Advertising Total		\$.00	\$115,908.38	\$.00	\$463,633.50	\$463,633.50	\$.00
Teen Safety Program							
TSP-2024-GA-00-37	Savannah Technical College	\$.00	\$34,926.67	\$.00	\$139,706.66	\$139,706.66	\$.00
TSP-2024-GA-00-55	Children and Parent Resource Group	\$.00	\$87,500.00	\$.00	\$350,000.00	\$350,000.00	\$.00
TSP-2024-GA-00-62	GA GOHS TSP	\$.00	\$66,742.88	\$.00	\$266,971.50	\$266,971.50	\$.00
TSP-2024-GA-01-05	Students Against Destructive Decisions S	\$.00	\$55,592.76	\$.00	\$222,371.04	\$222,371.04	\$.00
TSP-2024-YA-00-01	Georgia State University	\$.00	\$3,308.00	\$.00	\$13,232.00	\$13,232.00	\$.00
TSP-2024-YA-00-02	ABAC Advancement Foundation, Inc., The	\$.00	\$2,940.00	\$.00	\$11,760.00	\$11,760.00	\$.00
TSP-2024-YA-00-04	Georgia College & State University	\$.00	\$2,384.75	\$.00	\$9,539.00	\$9,539.00	\$.00
TSP-2024-YA-00-05	Augusta University	\$.00	\$3,286.00	\$.00	\$13,144.00	\$13,144.00	\$.00
TSP-2024-YA-00-07	North Georgia, University of	\$.00	\$6,078.00	\$.00	\$24,312.00	\$24,312.00	\$.00
TSP-2024-YA-00-09	Kennesaw State University Research & Ser	\$.00	\$6,931.22	\$.00	\$27,724.89	\$27,724.89	\$.00
TSP-2024-YA-00-10	Fort Valley State University	\$.00	\$2,410.22	\$.00	\$9,640.88	\$9,640.88	\$.00
TSP-2024-YA-00-12	Valdosta State University	\$.00	\$1,907.73	\$.00	\$7,630.91	\$7,630.91	\$.00
TSP-2024-YA-00-14	West Georgia, University of	\$.00	\$2,800.00	\$.00	\$11,200.00	\$11,200.00	\$.00
TSP-2024-YA-00-15	Georgia Southwestern State University	\$.00	\$3,152.00	\$.00	\$12,608.00	\$12,608.00	\$.00
Teen Safety Program Total		\$.00	\$279,960.23	\$.00	\$1,119,840.88	\$1,119,840.88	\$.00
BIL NHTSA 402 Total		\$.00	\$3,534,507.32	\$.00	\$12,105,118.15	\$12,105,118.15	\$6,214,914.48
BIL 405b OP High							
405b High HVE							
M1HVE-2024-GA-00-98	GA GOHS 405b	\$.00	\$438,750.00	\$.00	\$1,755,000.00	\$1,755,000.00	\$.00
M1HVE-2024-GA-01-03	Sparta, City of	\$.00	\$2,000.00	\$.00	\$8,000.00	\$8,000.00	\$.00
M1HVE-2024-GA-01-51	Cleveland PD	\$.00	\$2,820.00	\$.00	\$11,280.00	\$11,280.00	\$.00

Highway Safety Plan Cost Summary

405b High HVE Total		\$.00	\$443,570.00	\$.00	\$1,774,280.00	\$1,774,280.00	\$.00
405b High Occupant Protection							
✘ M1*OP-2024-GA-00-23 City of Atlanta Fire Rescue Dept.		\$.00	\$48,376.73	\$.00	\$193,506.91	\$193,506.91	\$.00
M1*OP-2024-GA-00-48 Georgia, University of		\$.00	\$57,666.55	\$.00	\$230,666.19	\$230,666.19	\$.00
M1*OP-2024-GA-00-77 Emory University		\$.00	\$74,127.48	\$.00	\$296,509.93	\$296,509.93	\$.00
M1*OP-2024-GA-01-10 Shepherd Center		\$.00	\$59,325.00	\$.00	\$237,300.00	\$237,300.00	\$.00
405b High Occupant Protection Total		\$.00	\$239,495.76	\$.00	\$957,983.03	\$957,983.03	\$.00
BIL 405b OP High Total		\$.00	\$683,065.76	\$.00	\$2,732,263.03	\$2,732,263.03	\$.00
BIL 405c Data Program							
405c Data Program							
M3DA-2024-GA-00-04 Public Health, Georgia Department of (OP		\$.00	\$78,647.99	\$.00	\$314,591.96	\$314,591.96	\$.00
M3DA-2024-GA-00-05 Public Health, Georgia Department of (Oa		\$.00	\$52,488.54	\$.00	\$209,954.15	\$209,954.15	\$.00
M3DA-2024-GA-00-27 GA Association of Chiefs of Police		\$.00	\$168,000.00	\$.00	\$672,000.00	\$672,000.00	\$.00
M3DA-2024-GA-00-40 Public Health, Georgia Department of (EM		\$.00	\$58,161.67	\$.00	\$232,646.68	\$232,646.68	\$.00
M3DA-2024-GA-00-69 Drivers Services, Georgia Department of		\$.00	\$65,968.00	\$.00	\$263,871.99	\$263,871.99	\$.00
M3DA-2024-GA-01-09 GA GOHS 405c		\$.00	\$52,313.44	\$.00	\$209,253.75	\$209,253.75	\$.00
M3DA-2024-GA-01-19 Drivers Services, Georgia Department of		\$.00	\$29,235.97	\$.00	\$116,943.88	\$116,943.88	\$.00
M3DA-2024-GA-01-43 Public Safety Training Center		\$.00	\$14,062.50	\$.00	\$56,250.00	\$56,250.00	\$.00
405c Data Program Total		\$.00	\$518,878.11	\$.00	\$2,075,512.41	\$2,075,512.41	\$.00
BIL 405c Data Program Total		\$.00	\$518,878.11	\$.00	\$2,075,512.41	\$2,075,512.41	\$.00
BIL 405d Impaired Driving Low							
405d Impaired Driving Low							
M6X-2024-GA-00-14 Public Safety Training Center		\$.00	\$186,804.13	\$.00	\$747,216.53	\$747,216.53	\$.00
M6X-2024-GA-00-20 Cobb County BOC/PD		\$.00	\$9,473.76	\$.00	\$37,895.04	\$37,895.04	\$.00
M6X-2024-GA-00-25 Prosecuting Attorneys Council		\$.00	\$138,900.50	\$.00	\$555,602.00	\$555,602.00	\$.00
M6X-2024-GA-00-26 Mothers Against Drunk Driving, Georgia		\$.00	\$36,110.01	\$.00	\$144,440.04	\$144,440.04	\$.00
M6X-2024-GA-00-70 Drivers Services, Georgia Department of		\$.00	\$15,299.20	\$.00	\$61,196.78	\$61,196.78	\$.00
M6X-2024-GA-00-87 Public Safety, Georgia Department of		\$.00	\$543,621.84	\$.00	\$2,174,487.36	\$2,174,487.36	\$.00
M6X-2024-GA-00-99 GA GOHS 405d		\$.00	\$377,625.00	\$.00	\$1,510,500.00	\$1,510,500.00	\$.00
M6X-2024-GA-01-26 DeKalb County PD		\$.00	\$65,437.58	\$.00	\$261,750.34	\$261,750.34	\$.00
405d Impaired Driving Low Total		\$.00	\$1,373,272.02	\$.00	\$5,493,088.09	\$5,493,088.09	\$.00
405d Low Alcohol							
FDL*AL-2024-GA-00-42 Mothers Against Drunk Driving, Georgia		\$.00	\$26,425.55	\$.00	\$105,702.22	\$105,702.22	\$.00
405d Low Alcohol Total		\$.00	\$26,425.55	\$.00	\$105,702.22	\$105,702.22	\$.00
BIL 405d Impaired Driving Low Total		\$.00	\$1,399,697.57	\$.00	\$5,598,790.31	\$5,598,790.31	\$.00
BIL 405e Comprehensive Distracted Driving							
405e Distracted Driving							
M8X-2024-GA-01-55 GA GOHS 405e		\$.00	\$279,000.00	\$.00	\$1,116,000.00	\$1,116,000.00	\$.00
405e Distracted Driving Total		\$.00	\$279,000.00	\$.00	\$1,116,000.00	\$1,116,000.00	\$.00
BIL 405e Comprehensive Distracted Driving Total		\$.00	\$279,000.00	\$.00	\$1,116,000.00	\$1,116,000.00	\$.00
BIL 405f Motorcycle Safety Programs							
405f Motorcycle Safety Programs							
M11X-2024-GA-00-71 Drivers Services, Georgia Department of		\$.00	\$36,005.39	\$.00	\$144,021.56	\$144,021.56	\$.00

Highway Safety Plan Cost Summary

405f Motorcycle Safety Programs			\$.00	\$ 36,005.39	\$.00	\$ 144,021.56	\$ 144,021.56	\$.00
Total			\$.00	\$ 36,005.39	\$.00	\$ 144,021.56	\$ 144,021.56	\$.00
BIL 405f Motorcycle Safety Programs Total			\$.00	\$ 36,005.39	\$.00	\$ 144,021.56	\$ 144,021.56	\$.00
BIL 405g GDL								
405g Education Materials								
✖ M10EM-2024-GA-00-01	Bike Walk Golden Isles	} BGPE	\$.00	\$ 14,612.61	\$.00	\$ 58,450.44	\$ 58,450.44	\$.00
✖ M10EM-2024-GA-00-06	Propel Atlanta		\$.00	\$ 17,736.96	\$.00	\$ 70,947.84	\$ 70,947.84	\$.00
✖ M10EM-2024-GA-00-24	BikeAthens		\$.00	\$ 12,982.81	\$.00	\$ 51,931.24	\$ 51,931.24	\$.00
✖ M10EM-2024-GA-00-35	Bike Walk Macon		\$.00	\$ 13,789.07	\$.00	\$ 55,156.29	\$ 55,156.29	\$.00
✖ M10EM-2024-GA-00-39	Savannah Bicycle Campaign		\$.00	\$ 11,463.73	\$.00	\$ 45,854.90	\$ 45,854.90	\$.00
✖ M10EM-2024-GA-00-50	Georgia Bikes		\$.00	\$ 36,941.08	\$.00	\$ 147,764.32	\$ 147,764.32	\$.00
405g Education Materials Total			\$.00	\$ 107,526.26	\$.00	\$ 430,105.03	\$ 430,105.03	\$.00
BIL 405g GDL Total			\$.00	\$ 107,526.26	\$.00	\$ 430,105.03	\$ 430,105.03	\$.00
BIL 405h Nonmotorized Safety								
405h Law Enforcement								
✖ FHLE-2024-GA-01-15	GA GOHS 405h	} MIZBOAT	\$.00	\$ 10,212.50	\$.00	\$ 40,850.00	\$ 40,850.00	\$.00
405h Law Enforcement Total			\$.00	\$ 10,212.50	\$.00	\$ 40,850.00	\$ 40,850.00	\$.00
BIL 405h Nonmotorized Safety Total			\$.00	\$ 10,212.50	\$.00	\$ 40,850.00	\$ 40,850.00	\$.00
SUPPLEMENTAL BIL NHTSA 402								
Occupant Protection								
OP-2024-GA-00-68	GA GOHS OP		\$.00	\$ 40,976.75	\$.00	\$ 163,907.00	\$ 163,907.00	\$.00
Occupant Protection Total			\$.00	\$ 40,976.75	\$.00	\$ 163,907.00	\$ 163,907.00	\$.00
SUPPLEMENTAL BIL NHTSA 402 Total			\$.00	\$ 40,976.75	\$.00	\$ 163,907.00	\$ 163,907.00	\$.00
NHTSA Total			\$.00	\$ 6,784,869.66	\$.00	\$ 25,106,567.49	\$ 25,106,567.49	\$ 6,214,914.48
Total			\$.00	\$ 6,784,869.66	\$.00	\$ 25,106,567.49	\$ 25,106,567.49	\$ 6,214,914.48



Governor's Office of Highway Safety

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Brian P. Kemp
GOVERNOR

Allen Poole
DIRECTOR

August 1, 2023

Ms. Carmen Hayes, Regional Administrator
Atlanta Federal Center
61 Forsyth Street, SW
Suite 17T30
Atlanta, GA 30303

The GA Governor's Office of Highway Safety (GOHS) is requesting your approval to purchase the equipment from the list attached. Upon approval, the equipment will be purchased and used to provide educational and traffic enforcement initiatives to increase the public's awareness on safe driving and the need to reduce the number of crashes, injuries and fatalities occurring on Georgia's roadways.

As always, thank you for the assistance you and your staff continue to provide this office. Should you have any questions regarding the equipment approval request, please contact me at 404.656.6996 or at allen.poole@gohs.ga.gov

Sincerely

Allen Poole
Director



Grantee	Project Number	Equipment Description	Quantity	Cost Per Item	Total Cost	Manufactured	Funding Source
Chamblee PD	GA-2024-Chamblee P-00157	Stalker Speed Trailer	1	\$8,900.00	\$8,900.00	Texas	402PT
Claxton Police Department	GA-2024-Claxton Po-00076	Speed Trailer	1	\$11,057.00	\$11,057.00	Texas	402PT
Dekalb County PD	GA-2024-DeKalb Cou-00126	Chevrolet Tahoe	2	\$59,486.21	\$118,972.42	Illinois	402PT
Forsyth County Sheriff's Office	GA-2024-Forsyth Co-00019	Ford Explorer Interceptors	3	\$51,783.00	\$155,349.00	Illinois	402PT
Fulton County Sheriff's Office	GA-2024-Fulton Cou-00074	Dodge Durango Police Vehicle	3	\$50,099.00	\$150,297.00	Michigan	402PT
Savannah Police Department	GA-2024-Savannah P-00135	Ford Explorer Interceptors	2	\$56,261.46	\$112,522.92	Illinois	402PT
Savannah Police Department	GA-2024-Savannah P-00135	Mobile Data Terminals	2	\$7,500.00	\$15,000.00		402PT
Thomasville Police Department	GA-2024-Thomasvill-00153	Speed Trailer	1	\$8,150.00	\$8,150.00	Texas	402PT
Washington County Sheriff's Office	GA-2024-Washington-00056	Stalker Speed Trailer	1	\$8,900.00	\$8,900.00	Texas	402PT



